
 COL All
 SCH VIIIB-2
 REDUCTIONS
 POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT 76000000

PRIORITY SUMMARY NARRATIVE:

The Department of Highway Safety and Motor Vehicles (DHSMV) services over 15 million drivers with 18 million registered vehicles; protects over 18 million Florida citizens and 88 million visitors annually; and enforces Florida laws on over 100,000 miles of highways patrolled daily. In carrying out the mission of the Department we have remained fiscally prudent and will continue to act as good stewards of the public funds entrusted to us.

In response to the directive by the Governor and Legislature to conduct a 10% budget reduction exercise a comprehensive review of all Department services was performed using the following guidelines. Thoughtful consideration and care were given to identify non-mission critical programs and non-statutorily mandated responsibilities. Administrative and support functions were considered. Issues proposed are program specific and not just percentage reductions across entire programs. The impact on public safety and welfare weighed heavily in which issues were proposed. Finally, issues that could be performed by other state entities or the private sector were considered.

The issues submitted in this report represent the Department of Highway Safety and Motor Vehicles proposal for spending reductions following these guidelines.

SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
FLORIDA HIGHWAY PATROL			
VICTIM OF CRIME ACT PROGRAM		001	33B1120
	4.00-		
TRUST FUNDS.....		166,895-	2000
		=====	

SCH VIIIB-2 NARR 10-11 NOTES:

ELIMINATE VICTIMS OF CRIME ACT (VOCA) SECTION:

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

This issue proposes to eliminate the Victims of Crime Act (VOCA) section that was established to assist victims of crimes on the highways. Eliminating this section would result in the elimination of 4 positions and an annual savings of \$166,895, which includes matching grant funds totaling \$92,986.

Often victims are traumatized or at least confused as to how to handle the emotional, financial, legal, and situational problems that arise when they become victims. The VOCA advocate is experienced in all aspects of guiding, comforting, and assisting persons in all the aspects involved in the follow-up to a criminal act. The VOCA advocate counsels and attends court and other activities that assist the victim in returning to normal living. The preliminary stats for 2008 show Uniform Crime Reports indicating that there were 560 incidents of highway violence, assault, robbery and auto theft investigated by FHP, with a total of 207, victims reported; 2,453 DUI arrests; 889 fatal traffic crashes, and 250 alcohol related fatal crashes in Troops D and L combined.

IMPACT TO THE PUBLIC: The assistance provided by this program would not be available to victims, further adding to feelings of helplessness and confusion regarding their rights and benefits.

 COL A11
 SCH VIIIIB-2
 REDUCTIONS
 POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIIB REDUCTIONS -			
OPERATING			33B0000
FLORIDA HIGHWAY PATROL			
VICTIM OF CRIME ACT PROGRAM		001	33B1120

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None

ELIMINATE CRASH RECORDS PROGRAM		002	33B0810
	15.00-		
TRUST FUNDS.....		1,071,135-	2000
	=====		

SCH VIIIIB-2 NARR 10-11 NOTES:
 ELIMINATE CRASH RECORD PROGRAM

Long Range Program Plan Activity: Records Management

This issue proposes to eliminate the Department's crash records program. Eliminating this program would result in the elimination of 15 positions and an annual savings of \$1,071,135.

The Department of Highway Safety and Motor Vehicles is the central repository for all crash reports completed by law enforcement agencies across the State of Florida. The data and images are used by the Florida Department of Transportation and local governments to analyze crash trends and determine where safety problems are and what countermeasures are most important to address these problems. Law enforcement agencies (LEAs) across the state use this data to determine accident trends and target enforcement to reduce death and injuries. The Florida Department of Financial Services uses the data to monitor and prosecute individuals for insurance fraud to reduce insurance costs to the citizens of Florida. Additionally, the Federal government has 408 grants for safety system improvements. Florida has received these funds in part because of the crash record program operated by the Department. The State of Florida has received over \$2 million in 408 funds for 2009. Additionally, the Department receives a Federal grant for a Fatal Analysis Reporting System (FARS) that directly provides the National Highway Traffic Safety Administration (NHTSA) information related to fatal accidents occurring in Florida.

If this program is deleted, the FARS grant revenue would be lost and Florida has the potential to lose all or part of the funds under the 408 grants. Additionally, it is estimated that \$1,400,000 in revenue would be lost due to not maintaining the crash reports from other law enforcement agencies. Costs of maintaining the crash reports would be shifted to the local law enforcement agencies and they would be responsible for providing reports to the public for the records retention period. Deletion of this program would require a statutory change. This proposed reduction will result in elimination of 15 positions. Total cost associated with the reduction is \$1,071,135.

COL A11 SCH VIIIIB-2 REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATE CRASH RECORDS PROGRAM		002	33B0810

IMPACT TO THE PUBLIC: Crash report information will no longer be available in a centralized location. Local law enforcement agencies will have to maintain the reports and provide to the public. Data will not be available for fraud investigations, roadway planning, statistical analysis, etc. The state will lose Federal grant funds.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statutes 316.066, 316.068, 316.069

ELIMINATE COMMUNITY SERVICE OFFICER PROGRAM		003	33B1200
TRUST FUNDS.....	28.00-		
	1,386,841-		2000
	=====		

SCH VIIIIB-2 NARR 10-11 NOTES:

ELIMINATE THE COMMUNITY SERVICE OFFICERS PROGRAM

Long Range Program Plan Approved Activity: Provide Community Service Officer Enforcement Activities

This issue proposes to eliminate the Community Service Officer (CSO) Program. This proposal would reduce funding by \$1,386,841 and would eliminate 28 community service officer positions.

The Community Service Officer program utilizes non-sworn civilian officers who are trained to respond to certain traffic crashes and assist disabled motorists. In fiscal year 2008-2009, CSO's worked approximately 41,000 hours, resulting in 7,296 arrests, responding to 10,520 crashes and 6,082 assistants rendered. The Florida Highway Patrol (FHP) has lost 169 positions over the last two years; therefore, given FHP's current level of under staffing, the CSO program aids with the time that sworn officers are able to patrol. The other benefits of the CSO program include lower personnel costs and shorter training periods as compared to the training a trooper receives.

IMPACT TO THE PUBLIC: If this program is eliminated, motorists would often incur longer wait times for roadside services and there would be fewer available trooper hours for more serious calls for service. This would occur because the CSO program allows troopers to spend more time attending to critical incidents and/or preventative patrol, by assisting motorists with disabled vehicles and certain traffic crashes.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: Eliminate activity and output measures associated with the

 COL A11
 SCH VIIIB-2
 REDUCTIONS
 POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT 76000000
 SCHEDULE VIIIB REDUCTIONS -
 OPERATING 33B0000
 ELIMINATE COMMUNITY SERVICE OFFICER
 PROGRAM 003 33B1200

Community Service Officer Program.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

ELIMINATE MOBILE HOME INSPECTION
 PROGRAM-INSTALLATION/SET UP 004 33B3730
 TRUST FUNDS..... 8.00- 468,555- 2000
 =====

SCH VIIIB-2 NARR 10-11 NOTES:

ELIMINATE MOBILE HOMES INSTALLATION PROGRAM

Long Range Program Plan Approved Activity: Monitor Mobile Home Inspections

This issue proposes to eliminate the mobile home installation (set-up) program. This proposal would reduce funding by \$468,555 and would eliminate eight full time positions.

One of the core responsibilities of the Bureau of Mobile Home and Recreational Vehicle Construction is monitoring mobile home installation (set up) to ensure safe and proper installation of homes. Training, testing and licensing of mobile home installers provides consumer protection by ensuring the safe and proper installation of homes. Installation businesses are trained on requirements for setting up a mobile home correctly. Also, local building officials are trained (DMV conducted 86 mobile home installation training classes; training a total of 76 dealers and 456 building officials) on installation requirements and how to inspect mobile homes for proper installation. Florida law provides for in-plant inspections, warranty provisions, installations and consumer complaints.

IMPACT TO THE PUBLIC: Eliminating this program would have a negative impact to safety and property of consumers who may have improperly installed mobile homes. In FY 08-09, the Department issued 459 mobile home installer licenses and received 110 mobile home installation complaints, of which, 44 became administrative cases. Mobile homes not properly installed are at a high risk of destruction during Florida weather events. Also, unlicensed installers expose Florida's consumers to poor installation practices and eliminate consumer's ability to track and recover damages.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 320.822 and 320.862.

COL A11			
SCH VIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES
			76000000
			33B0000
		005	33B1280
5.00-	539,965-		2000

HIWAY SAFETY/MTR VEH, DEPT
 SCHEDULE VIIIB REDUCTIONS -
 OPERATING
 ELIMINATE OFFICE OF PUBLIC AFFAIRS,
 FLORIDA HIGHWAY PATROL PROGRAM

TRUST FUNDS.....

SCH VIIIB-2 NARR 10-11 NOTES:

ELIMINATE THE OFFICE OF PUBLIC AFFAIRS

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

This issue proposes to eliminate the Office of Public Affairs. This proposal would reduce funding by \$539,965 and would eliminate 5 full time positions.

The Office of Public Affairs is responsible for responding to inquiries from internal and external customers. Public announcements relating to traffic safety, natural or man-made disasters, or issues relating to the Patrol are distributed by this office. Public Affairs Officers (PAO) are responsible for dissemination of information on matters of interest to the public ranging from vehicle crashes to media events established by headquarters staff to raise awareness and promote safe driving. These functions will continue, creating a need for someone to fill the role of a PAO from the rank and file members of the agency. PAO's also respond to media inquiries regarding the day to day operations of the agency, a role that would also have to be fill by a another member of the Patrol. There are approximately 2,028 media calls per year. In 2008, the PAO section conducted 1,898 safety education talks around the state to an audience of almost 200,000 people. The department is legislatively mandated, by Chapter 316.126(1)(c), Florida Statutes, to provide educational awareness campaigns informing the motoring public about changes in the laws such as the Move Over law.

IMPACT TO THE PUBLIC: The elimination of this office would result in possible inconsistent information flowing in to the public from various sources. Also lost would be public driver education and safety programs, resulting in more unsafe driving leading to increased property destruction, injuries and death from auto crashes. In addition, the Occupant Restraint and the Child Safety Seat grant programs would be hindered, possibly resulting in increased personal injuries and fatalities.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 316.126(1)(c).

```

-----
                                COL A11
                                SCH VIIIIB-2
                                REDUCTIONS
                                POS      AMOUNT PRIORITY      CODES
                                -----
HIWAY SAFETY/MTR VEH, DEPT                                76000000
SCHEDULE VIIIIB REDUCTIONS -
OPERATING                                                33B0000
ELIMINATE ACCREDITATION STATUS,
FLORIDA HIGHWAY PATROL PROGRAM                                33B1290
                                006
TRUST FUNDS.....                                2.00-
                                236,231-
                                =====
*****
  
```

SCH VIIIIB-2 NARR 10-11 NOTES:

ELIMINATE ACCREDITATION STATUS, FLORIDA HIGHWAY PATROL PROGRAM

Long Range Program Plan Approved Activity: Executive Direction and Support Services.

This issue proposes to eliminate the Florida Highway Patrol's accreditation status. This proposal would reduce funding by \$236,231 and would eliminate 2 full time positions.

In any industry or field there should be an industry standard. In the field of law enforcement the standard is the agency receiving accreditation status. The Florida Highway Patrol, which is the largest state law enforcement agency in Florida, is a dually accredited agency holding accreditations with CALEA (Commission on Accreditation for Law Enforcement Agencies) and CFA (Commission for Florida Accreditation). CALEA is a national accrediting body which focuses on general law enforcement practices common to most law enforcement agencies; federal, state and local. CFA focuses on law enforcement practices characteristic to Florida law enforcement agencies.

To become accredited, an agency must develop and maintain a comprehensive set of policies or written directives which provide guidance to agency personnel. The Policy and Accreditation section is responsible for ensuring the agency meets and maintains these standards. The Policy and Accreditation section collects, prepares, maintains and presents proof to the Commissions that the agency is in compliance with applicable standards. Due to legislative changes, both federal and state coupled with changes in law enforcement practices, it is a continual process to maintain an agency's accreditation compliance. Accreditation provides a review process of the performance of the agency and identifies areas needing attention. It ensures that the agency's policies are current with the changing trends in law enforcement. An accredited agency is a professional agency. A professional agency is an agency that has the confidence of the people it serves as well as the confidence of other government agencies. Other benefits of accreditation include a proven management tool that ensures sound written directives, sound training, clearly defined lines of authority and reports used in decision making and resource allocation. Accreditation is a valuable defense in civil suits and accredited agencies have reduced liability costs.

The Policy and Accreditation section serves as a check and balance system to maintain a professional law enforcement agency. In addition to policy development and maintaining accreditation status the Policy and Accreditation section is responsible for development of forms used by the agency. The Policy and Accreditation section also conducts staff inspections. A staff inspection is an announced scheduled inspection of persons, equipment, facilities, programs or other elements that focus on the overall operation of the component being inspected. The staff inspection also addresses compliance with Florida Statutes, DHSMV and FHP policies, and CALEA/CFA Accreditation Standards. Eliminating this status would reduce funding by \$236,231 and 2 full time positions.

IMPACT TO THE PUBLIC: Eliminating this program would result in FHP being unable to maintain its accredited status and

```

-----
                                COL A11
                                SCH VIIIIB-2
                                REDUCTIONS
                                POS      AMOUNT PRIORITY      CODES
                                -----
HIWAY SAFETY/MTR VEH, DEPT                                76000000
SCHEDULE VIIIIB REDUCTIONS -
OPERATING                                                33B0000
ELIMINATE ACCREDITATION STATUS,
FLORIDA HIGHWAY PATROL PROGRAM                                006      33B1290
  
```

therefore, unable to comply with the legislative intent of the statutory section. Elimination of the Policy and Accreditation section would be eliminating an invaluable management tool necessary to maintain a modern and professional law enforcement agency. Additionally, elimination of the Policy and Accreditation section would be in direct conflict with the Florida Legislature's intent set forth in Section 943.125, Florida Statutes (Law Enforcement Accreditation).

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 943.125.

CLOSE THE PORT ST. JOE DRIVER
 LICENSE OFFICE, LOCATED IN GULF
 COUNTY

```

                                007      33B3410
                                2.00-
TRUST FUNDS.....                                81,995-      2000
                                =====
  
```

SCH VIIIIB-2 NARR 10-11 NOTES:

CLOSE THE PORT ST. JOE DRIVER LICENSE OFFICE LOCATED IN GULF COUNTY

Long Range Program Plan Approved Activity: Issue Driver Licenses and Identification Cards

This issue proposes to close the Port St. Joe Driver License Office located in Gulf County. Closure of this office would result in the elimination of two filled positions and annualized savings of \$81,995.

The Department operates one driver license issuance office in Gulf County located in the city of Port St. Joe. The office is housed in a state owned trailer that is staffed with two full time positions and is open five days a week. Operating costs for janitorial services, security monitoring, and utilities at this facility total \$6,623 annually. In FY 2008/09, this office had total customer transactions of 5,089.

Closing this office would result in the elimination of two full time positions with a salary and benefits totaling \$75,372. In addition, the annual savings for operating costs would be \$6,623. The total savings for closure of this location would be \$81,995 annually.

IMPACT TO THE PUBLIC: Closing this office would have a major impact on the public. The closest state DL office in Panama City is 38 miles away and the Bay County Tax Collector office is 53 miles away. Customers will be required to pay an additional \$5.25 surcharge per transaction for using the tax collector services, as allowed by section 322.135,

```

-----
                                COL A11
                                SCH VIIIIB-2
                                REDUCTIONS
                                POS      AMOUNT PRIORITY      CODES
                                -----
HIWAY SAFETY/MTR VEH, DEPT                                76000000
SCHEDULE VIIIIB REDUCTIONS -
OPERATING                                                33B0000
CLOSE THE PORT ST. JOE DRIVER
LICENSE OFFICE, LOCATED IN GULF
COUNTY                                                    33B3410
                                007
  
```

Florida Statutes. Also, Real ID implementation, effective January 1, 2010, increases the number of customers required to visit a driver licenses office to bring their proof of identity documentation prior to being issued a license or identification card and not having use of this office would hurt access to compliance. This would result in significant service delivery issues for mororists in this area.

COUNTIES TO WHICH THIS ISSUE APPLIES: Gulf and Bay counties.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: Two LRPP measures may require revisions: (1) Percent of customers waiting 15 minutes or less for driver license service; (2) Percent of customers waiting 30 minutes or more for driver license service.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

```

CLOSE THE CRYSTAL RIVER DRIVER
LICENSE OFFICE, CITRUS COUNTY                                008      33B3370
                                5.00-
TRUST FUNDS.....                                238,719-      2000
                                =====
  
```

SCH VIIIIB-2 NARR 10-11 NOTES:

CLOSE THE CRYSTAL RIVER (L09) DRIVER LICENSE OFFICE LOCATED IN CITRUS COUNTY

Long Range Program Plan Approved Activity: Issue Driver Licenses and Identification Cards

This issue proposes to close the Crystal River Driver License Office located in Citrus County. This proposal would result in elimination of five positions and \$238,719 in funding.

The Crystal River office is open five days per week and is housed in a leased facility. This office is staffed with five full time positions. In FY 2008/09, this office had total customer transactions of 28,227. Closing the Crystal River Office and eliminating the five positions would result in an annual savings of \$238,719. The savings includes salaries & benefits, a facility lease, janitorial services, security monitoring, pest control, and utilities.

IMPACT TO THE PUBLIC: Closing this office would have a major impact on the public. Customers would have to drive 27 miles to the State Brooksville/Hernando County office for full services or drive 18 miles to the Inverness Tax Collector office for limited services. This would result in a significant service delivery issue for motorists in this area. There would be no cost savings until 9/01/2015 unless legislation is passed to close the office prior to lease expiration. This is a renewal lease and the lessor has recouped build out costs; however, they would lose \$3,121 monthly in lease

 COL A11
 SCH VIIIIB-2
 REDUCTIONS
 POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIIB REDUCTIONS -			
OPERATING			33B0000
CLOSE THE CRYSTAL RIVER DRIVER			
LICENSE OFFICE, CITRUS COUNTY	008		33B3370

payments. Also, Real ID implementation, effective January 1, 2010, increases the number of customers required to visit a driver licenses office to bring their proof of identity documentation prior to being issued a license or identification card and not having use of this office would hurt access to compliance. This would result in a significant service delivery issue for motorists in this area.

COUNTIES TO WHICH THIS ISSUE APPLIES: Citrus and Hernando

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: Two LRPP measures may require revisions: (1) Percent of customers waiting 15 minutes or less for driver license service; (2) Percent of customers waiting 30 minutes or more for driver license service.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None

CLOSE THE NORTH MELBOURNE DRIVER			
LICENSE OFFICE, BREVARD COUNTY	009		33B3360
TRUST FUNDS.....	7.00-	314,043-	2000
		=====	

SCH VIIIIB-2 NARR 10-11 NOTES:

CLOSE THE NORTH MELBOURNE DRIVER LICENSE OFFICE LOCATED IN BREVARD COUNTY

Long Range Program Plan Approved Activity: Issue Driver Licenses and Identification Cards

This issue proposes to close the North Melbourne Driver License Office located in Brevard County. This proposal would result in elimination of seven positions and \$314,043 in funding.

This issue proposes to close the North Melbourne Driver License Office located in Brevard County. This facility is staffed with seven full time positions. Closing this office and eliminating the positions would result in an annual savings of \$314,043. The savings include salaries and benefits, a facility lease, and security monitoring services.

In fiscal year 2008-09, this office had total customer transactions of 54,488. This site is also a commercial driver license (CDL) testing site which would be eliminated and customers would be instructed to go to one of the CDL third party testers for service. Also, the Brevard County tax collector currently does not provide driver licensing services.

IMPACT TO THE PUBLIC: Closing this office would have a major impact on the public. Customers would have to travel 9 miles to the south Melbourne drive license office. Also, this location also has a CDL Test Site and its closure would have a major impact on CDL applicants. In FY 08-09, this site served 513 CDL applicants. If the CDL test site is

COL A11 SCH VIII B-2 REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES
HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIII B REDUCTIONS - OPERATING			33B0000
CLOSE THE NORTH MELBOURNE DRIVER LICENSE OFFICE, BREVARD COUNTY		009	33B3360

closed, those customers will either pay a third party tester for their tests (\$250 is a typical fee) or drive their test vehicle to another state-operated CDL site. The nearest one is in West Palm Beach, about 115 miles from Melbourne. The next two nearest sites are in Gainesville and in Coral Reef, both about 185 miles from Melbourne. The public will also experience longer wait times in the alternate office due to increased customers, resulting in a significant service delivery issue for motorists in this area. No cost savings until 11/01/2014 unless legislation is passed to close the office prior to lease expiration. This is a renewal lease and the lessor has recouped build out costs; however, they would lose \$4,398 monthly in lease payments. Real ID implementation, effective January 1, 2010, increases the number of customers required to visit a driver licenses office to bring their proof of identity documentation prior to being issued a license or identification card.

COUNTIES TO WHICH THIS ISSUE APPLIES: Brevard.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: Two LRPP measures may require revisions: (1) Percent of customers waiting 15 minutes or less for driver license service; (2) Percent of customers waiting 30 minutes or more for driver license service.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None .

CLOSE THE LAKE WALES DRIVER LICENSE OFFICE, POLK COUNTY		010	33B3380
TRUST FUNDS.....	7.00-	286,118-	2000

=====

SCH VIII B-2 NARR 10-11 NOTES:

CLOSE THE LAKE WALES DRIVER LICENSE OFFICE, POLK COUNTY

Long Range Program Plan Approved Activity: Issue Driver Licenses and Identifications Cards

This issue proposes to close the Lake Wales Driver License Office located in Polk County. This proposal would result in elimination of seven positions and \$286,118 in funding.

This issue proposes to close the Lake Wales Driver License Office located in Polk County. This facility is staffed with seven full time positions and closing this office and eliminating the positions would result in an annual savings of \$286,118. The savings include salaries and benefits, a facility lease, and security monitoring services. In fiscal year 2008-09, this office had total customer transactions of 46,458.

IMPACT TO THE PUBLIC: Closing this office would have a major impact on the public. Customers would have to drive 16

COL A11			
SCH VIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES
			76000000
			33B0000
		010	33B3380

HIWAY SAFETY/MTR VEH, DEPT
 SCHEDULE VIIIB REDUCTIONS -
 OPERATING
 CLOSE THE LAKE WALES DRIVER LICENSE
 OFFICE, POLK COUNTY

miles to the Haines City office/Polk County or 31 miles to the Sebring office/Highlands County. There are no tax collector licensing agent offices in Polk County. Also, there would be no savings until 11/30/2014 unless legislation is passed to close the office prior to lease expiration. This is a renewal lease and the lessor has recouped build out costs; however, they would lose \$2,182 monthly in lease payments. The public will also experience longer wait times in the alternate office due to increased customers, resulting in a significant service delivery issue for motorists in this area. Real ID implementation, effective January 1, 2010, increases the number of customers required to visit a driver licenses office to bring their proof of identity documentation prior to being issued a license or identification card.

COUNTIES TO WHICH THIS ISSUE APPLIES: Polk and Highlands counties.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: Two LRPP measures may require revisions: (1) Percent of customers waiting 15 minutes or less for driver license service; (2) Percent of customers waiting 30 minutes or more for driver license service.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

CLOSE THE PLANT CITY DRIVER
 LICENSES OFFICE (K06) IN
 HILLSBOROUGH COUNTY

		011	33B3710
8.00-			
	338,559-		2000
	=====		

TRUST FUNDS.....

SCH VIIIB-2 NARR 10-11 NOTES:

CLOSE THE PLANT CITY DRIVER LICENSE OFFICE, HILLSBOROUGH COUNTY

Long Range Program Plan Approved Activity: Issue Driver Licenses and Identifications Cards

This issue proposes to close the Plant City Driver License Office located in Hillsborough County. This proposal would result in elimination of eight positions and \$338,559 in funding.

This issue proposes to close the Plant City Driver License Office located in Hillsborough County. This facility is staffed with eight full time positions and closing this office and eliminating the positions would result in an annual savings of \$338,559. The savings include salaries and benefits, a lease lease, and security monitoring services. In fiscal year 2008-09, this office had total customer transactions of 40,193.

IMPACT TO THE PUBLIC: Closing this office would have a major impact on the public. Customers would have to drive 14.1 miles to the Lakeland office/Polk County or 19 miles to the Brandon office /Hillsborough County. There would be no

COL A11			
SCH VIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
CLOSE THE PLANT CITY DRIVER			
LICENSES OFFICE (K06) IN			
HILLSBOROUGH COUNTY		011	33B3710

savings until 12/31/15 unless legislation is passed to close the office prior to lease expiration. This is an initial lease and the lessor will not have recouped its build out costs and they would lose \$2,443 monthly in lease payments. The public will also experience longer wait times in the alternate office due to increased customers, resulting in a significant service delivery issue for motorists in this area. Also, Real ID implementation, effective January 1, 2010, increases the number of customers required to visit a driver licenses office to bring their proof of identity documentation prior to being issued a license or identification card.

COUNTIES TO WHICH THIS ISSUE APPLIES: Hillsborough County.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: Two LRPP measures may require revisions: (1) Percent of customers waiting 15 minutes or less for driver license service; (2) Percent of customers waiting 30 minutes or more for driver license service.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

CLOSE THE FORT WALTON BEACH DRIVER
 LICENSES OFFICE (A07) IN OKALOOSA
 COUNTY

		012	33B3720
TRUST FUNDS.....	9.00-		
		431,777-	2000
		=====	

SCH VIIIB-2 NARR 10-11 NOTES:

CLOSE THE FT. WALTON DRIVER LICENSE OFFICE, OKALOOSA COUNTY

Long Range Program Plan Approved Activity: Issue Driver Licenses and Identifications Cards

This issue proposes to close the Ft. Walton Driver License Office located in Okaloosa County. This proposal would result in elimination of 9 positions and \$431,777 in funding.

This issue proposes to close the Ft. Walton Driver License Office located in Okaloosa County. This facility is staffed with nine full time positions and closing this office and eliminating the positions would result in an annual savings of \$431,777. The savings include salaries and benefits, a facility lease, and security monitoring services. In fiscal year 2008-09, this office had total customer transactions of 37,113.

IMPACT TO THE PUBLIC: Closing this office would have a major impact on the public. Customers would have to drive 26 miles to the Crestview office or 30 miles to the DeFuniak Springs office/Santa Rosa County for driving tests. Customers

COL A11			
SCH VIIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIIB REDUCTIONS -			
OPERATING			33B0000
CLOSE THE FORT WALTON BEACH DRIVER			
LICENSES OFFICE (A07) IN OKALOOSA			
COUNTY		012	33B3720

for administrative reviews would have to travel 49 miles to Pensacola office or 66 miles to Panama City for services. Closing this office would have significant impact on customers in this area due to the distance they would be required to drive to alternate full service offices. No savings until 11/06/10 unless legislation is passed to close the office prior to lease expiration. This is an initial lease and the lessor will not have recouped their build out costs until 11/06/10 and they would lose \$8,115 in monthly lease payments. This leased facility also houses a regional training center and administrative offices as well as two roving hearing officers. An alternate leased or state facility for these members will need to be located. The public will also experience longer wait times in the alternate office due to increased customers, resulting in a significant service delivery issue for motorists in this area. Also, Real ID implementation, effective January 1, 2010, increases the number of customers required to visit a driver licenses office to bring their proof of identity documentation prior to being issued a license or identification card.

COUNTIES TO WHICH THIS ISSUE APPLIES: Okaloosa and Santa Rosa Counties.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: Two LRPP measures may require revisions: (1) Percent of customers waiting 15 minutes or less for driver license service; (2) Percent of customers waiting 30 minutes or more for driver license service.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

THE FLORIDA HIGHWAY PATROL			
AUXILIARY PROGRAM		013	33B1070
TRUST FUNDS.....	190,738-		2000

=====

SCH VIIIIB-2 NARR 10-11 NOTES:
 ELIMINATE FLORIDA HIGHWAY PATROL AUXILIARY PROGRAM

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

This issue proposes to eliminate funding for purchase of equipment and supplies provided to Florida Highway Patrol (FHP) Auxiliary members. This proposal would reduce funding by \$190,738.

Florida Highway Patrol Auxiliary members assist the Patrol in evacuations, public assistance, traffic control, crowd control, training, and other helpful efforts. Volunteer members of the Auxiliary significantly augment the Patrol's staffing and thereby increase Patrol presence on the roadways and promote officer safety. In 2008, members of the Auxiliary: volunteered a total of 178,814 hours to the State of Florida; pro-actively patrolled a total of 34,153 hours,

COL A11 SCH VIIIB-2 REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
THE FLORIDA HIGHWAY PATROL			
AUXILIARY PROGRAM		013	33B1070

covering 595,486 miles on Florida roadways; assisted 9,149 disabled motorists, and spent 49,689 hours riding in the front seat with troopers.

IMPACT TO THE PUBLIC: The eliminating of funding for the Auxiliary is likely to result in a significant impact to officers and members of the public. In addition, Florida State Statute 321, which grants statutory authority to the Florida Highway Patrol to establish an auxiliary to the Florida Highway Patrol to be composed of such persons who may volunteer to serve as members of an auxiliary, would need to be modified. Eliminating funding would result in a significant impact to officers and members of the public. Reduced patrol presence and visibility and a greater need for assistance from full time vendors.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Chapter 321.

ELIMINATION OF THE UNIFORM TRAFFIC
 CITATION (UTC) FIELD STAFF IN THE
 BUREAU OF RECORDS

	014	33B3680
TRUST FUNDS.....	6.00- 297,454-	2000
	=====	

SCH VIIIB-2 NARR 10-11 NOTES:

ELIMINATION OF THE UNIFORM TRAFFIC CITATION (UTC) FIELD STAFF IN THE BUREAU OF RECORDS

Long Range Program Plan Approved Activity: Maintain Records

This issue proposes to eliminate the uniform traffic citation field staff in the Bureau of Records. If implemented, this proposal would result in elimination of six positions and \$297,454 in funding.

This unit provides services to local clerks of court and law enforcement agencies. These services range from solving specific customer problems, researching and resolving errors reported through the electronic system for reporting traffic citations, auditing law enforcement agencies for compliance with citation reporting requirements, and providing training to law enforcement officers and clerks of court on completion of the citation. In addition, the UTC field staff provides expert testimony in court in response to subpoenas related to driver license records. In FY 08-09, these 6 field liaisons visited law enforcement agencies 721 times providing training and auditing services. In 08-09, they visited clerks of court 428 times providing training and expert testimony. It is critical that the Department ensures that

COL A11			
SCH VIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATION OF THE UNIFORM TRAFFIC			
CITATION (UTC) FIELD STAFF IN THE			
BUREAU OF RECORDS		014	33B3680

citations are reported timely and accurately for proper sanctions to be recorded on driver records.

IMPACT TO THE PUBLIC: Eliminating this section could have a major impact on the public. Without the intervention and assistance provided by this unit, the records of thousands of people on the highways will be inaccurate and many will be driving on the roads when their license should be revoked, suspended or canceled. The work of this unit has resulted in a 30% drop in monthly errors submitted through the electronic system used by the courts for reporting traffic citations. If this unit is eliminated, the number of errors in citation data submitted to us will increase daily. This will have a direct affect on public safety, as it will result in drivers not receiving proper sanctions for poor driving behavior. Conversely, people would have items on their record that should not be there. Also, elimination of these staff members will require that examiners, office managers and/or hearing officers will have to testify when the agency receives a subpoena related to driver records. This will affect service delivery in driver license offices and administrative review offices.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: Impacts LRPP performance measure concerning the number of corrections per 1,000 driver records maintained.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 316.650(2)

DISCONTINUE PRINTING OF UNIFORM TRAFFIC CITATIONS		015	33B0650
TRUST FUNDS.....	162,000-		2000
	=====		

SCH VIIIB-2 NARR 10-11 NOTES:
 DISCONTINUE PRINTING OF UNIFORM TRAFFIC CITATIONS

Long Range Program Plan Approved Activity: Maintain Records

This issue proposes to discontinue the printing of uniform traffic citations. This proposal would reduce funding by \$162,000.

This reduction would require all law enforcement agencies to issue e-citations. Currently, the Department is mandated to supply and inventory uniform traffic citations to over 400 law enforcement agencies in Florida. Over 5 million citations are issued annually of which approximately 42% are issued electronically, primarily through the Florida Highway Patrol.

 COL A11
 SCH VIIIIB-2
 REDUCTIONS
 POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIIB REDUCTIONS -			
OPERATING			33B0000
DISCONTINUE PRINTING OF UNIFORM			
TRAFFIC CITATIONS	015		33B0650

174 law enforcement agencies have the capability to issue e-citations while the balance of approximately 2.9 million citations are currently issued manually by agencies which do not have the technology to issue e-citations.

Eliminating manual uniform traffic citations would first require a statutory amendment mandating all law enforcement agencies to issue e-citations. Further, the current inventory system is primarily designed to maintain inventory for paper citations. Programming would be required to transition from a paper based citation system to an electronic system which provides for assignment of unique numbers and tracking of e-citations for over 400 law enforcement agencies. The inventory system would have to be transferred to the Florida Association of Court Clerks and Comptrollers (FACC) since they work with all courts and law enforcement to transmit electronic records.

IMPACT TO THE PUBLIC: Eliminating the provision of paper citations would require hundreds of law enforcement agencies to begin issuing e-citations. In many cases, these law enforcement agencies do not have laptops for every officer, nor do they have the funding to purchase laptops, e-citation software, printers, and training. This will place a significant burden on these agencies. Switching to 100% e-citations will require re-programming of the current inventory system. Numerous statute sections will have to be amended to ensure there is statutory authority to mandate the various agencies to write electronic citations. Also, the transition period to e-citations could lead to thousands of drivers not being held to safety requirements because in many communities law enforcement agencies could not issue a paper or e-citation. Without citation issuance, there will be a major revenue loss to those agencies that do not have the technology to convert to electronic methods. Many funding calculations are based on the number of citations issued and the many of the agencies may have to incur a substantial revenue loss during the transition from manual to electronic citations.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 316.650(1)

ELIMINATE OFFICE OF EMERGENCY			
OPERATIONS, FLORIDA HIGHWAY PATROL			
PROGRAM	1.00-	016	33B1300
TRUST FUNDS.....		96,759-	2000
		=====	

SCH VIIIIB-2 NARR 10-11 NOTES:

ELIMINATE THE EMERGENCY OPERATIONS CENTER

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

COL A11			
SCH VIIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATE OFFICE OF EMERGENCY			
OPERATIONS, FLORIDA HIGHWAY PATROL			
PROGRAM		016	33B1300

This issue proposes to eliminate the emergency operations center. This proposal would reduce funding by \$96,759 and would eliminate 1 full time position.

The Emergency Operations Coordinator organizes the division's response to natural and manmade emergencies. This includes civil disturbances, hurricanes, and wild fires, pandemic influenza among others. Response efforts include environmental response teams, Continuity of Operations Plans (COOP), on-site threat/vulnerability assessments, managing mutual aid agreements and oversight of the division's One-Way evacuation planning as well as other issues. In addition, the coordinator works within the Department to coordinate planning procedures and training exercises for the COOP plan. The emergency operations collaborate with federal, state, local, and private sector partners in adopting the National Incident Management System (NIMS), the National Response Plan (NRP), and COOP planning. During emergencies and disasters, in accordance with Chapter 23, F.S., The Florida Mutual Aid Act and the Florida Mutual Aid Plan, the Emergency Operations coordinator oversees the Patrol's mutual aid emergency response efforts from the State Emergency Operations Center and serves as a liaison to federal, state, local, and private sector entities. Emergency operations play an integral part in the coordination and deployment of hundreds of Florida Highway Patrol (FHP) Troopers to affected areas to provide assistance with traffic control, escorts, rescue, recovery, security and a myriad of other missions when called upon. It is important to note that, based upon FDLE's 2006 Response Protocols; the FHP is responsible for 49% of the State Law Enforcement Response efforts and initiates an all hands staffing approach during such activities, in an effort to saturate the highways with nearly 2,000 troopers from Pensacola to Key West. During and following our emergency response, FHP personnel remain on scene to assist the public. Eliminating this program would reduce funding by \$96,759 and 1 position.

IMPACT TO THE PUBLIC: With the elimination of the Emergency Operations Center, FHP's response to include, but not limited to assisting with evacuations, traffic control, road closure information, high visibility patrol, escorts, civil disturbance assistance, nuclear incident assistance, fixed post assignments, search and rescue missions, security missions, and others would not be possible. Elimination of this office would reduce the Patrol's ability to respond and coordinate services with other law enforcement agencies in times of disaster or civil unrest. FHP is the largest state law enforcement agency, usually providing at least 49% of state law enforcement resources.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

COL A11			
SCH VIIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES
HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATE BUSINESS SERVICES SUPPORT		017	33B3620
TRUST FUNDS.....	8.00-		
		472,528-	2000
		=====	

SCH VIIIIB-2 NARR 10-11 NOTES:
 ELIMINATE BUSINESS SERVICES SUPPORT

Long Range Program Plan Approved Activity: Application Development and Support

This issue proposes to eliminate business services support. This proposal would reduce funding by \$472,528 and 8 full time positions.

This would eliminate development and support of business efficiency applications that provide Florida Highway Patrol reporting, online report viewing, Performance Expectation System, crash reporting, performance metric tracking tools, and many other internal automated systems. It would also eliminate support for the Department's Intranet, form development, and the SharePoint environment which is a collaborative tool for members to share information. This would reduce funding by \$472,528 and would eliminate 8 full time positions.

IMPACT TO THE PUBLIC: Business services support provides efficiency applications that have allowed the Department to be more efficient and reduce costs. For example; the online report viewing capability reduced printing and paper costs and a Florida Highway Patrol reporting application eliminated the need for 3 positions to manually track trooper activity information. If business services support is eliminated, the Highway Patrol will have to data enter trooper activity information, which would reduce the time officers are available for patrol. Additionally, several other efficiency applications will not be supported, which would significantly impact member productivity.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

ELIMINATE MOTOR VEHICLE			
DEALERSHIP INSPECTIONS		018	33B3260
TRUST FUNDS.....	27.00-		
		1,128,973-	2000
		=====	

 COL All
 SCH VIIIB-2
 REDUCTIONS
 POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATE MOTOR VEHICLE			
DEALERSHIP INSPECTIONS	018		33B3260

SCH VIIIB-2 NARR 10-11 NOTES:

ELIMINATE THE RECORDS INSPECTION UNIT WITHIN THE DIVISION OF MOTOR VEHICLES

Long Range Program Plan Approved Activity: Enforce Title and Registration Laws

This issue proposes to eliminate the records inspection unit within the Division Motor Vehicles. This proposal would reduce funding by \$1,128,973 and would eliminate 27 full time positions.

The Bureau of Field Operations, Records Inspection unit, is responsible for performing audits and inspections of motor vehicle, mobile home and recreational vehicle dealer records which are required by Florida law and agency policy. Florida law requires that dealers maintain specific records for evidence of compliance with legal requirements such as the payment of sales tax, timely title transfer, title and registration fee payments and timely lien satisfaction. In FY 08-09, Compliance Examiners conducted 8,889 dealer inspections for franchised, independent and mobile home and recreational vehicle dealers; of this total, 2,256 failed compliance inspections. This equates to 25% or one in four dealers fail inspection. DHSMV has twenty-seven (27) Compliance Examiners assigned to perform these activities. This reduction will result in eliminating the twenty-seven (27) Compliance Examiners yielding a budget reduction of \$1,128,973.

IMPACT TO THE PUBLIC: Elimination of the audit and inspection activities of dealers will eliminate the proactive regulatory activities that identify non-compliant dealers and enforcement of current laws. Consumers will not be protected from dealer non-compliance. For example; consumers would not be protected from dealers that would chose not to transfer titles within 30-days, not paying off liens timely, failing to disclose brands (flood vehicles) on titles and potential odometer tampering.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 320.27.

OFFICE OF HOMELAND SECURITY, FLORIDA HIGHWAY PATROL PROGRAM		019	33B1430
	4.00-		
TRUST FUNDS.....		330,982-	2000
	=====		

 COL A11
 SCH VIIIB-2
 REDUCTIONS
 POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
OFFICE OF HOMELAND SECURITY,			
FLORIDA HIGHWAY PATROL PROGRAM	019		33B1430

SCH VIIIB-2 NARR 10-11 NOTES:

ELIMINATE THE OFFICE OF HOMELAND SECURITY

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

This issue proposes to eliminate the Office of Homeland Security. This proposal would reduce funding by \$330,982 and would eliminate 4 full time positions.

The Office of Homeland Security works with federal, state and local law enforcement and other first responder's agencies to ensure the safety of the populace of the State of Florida. The Office of Homeland Security participates as a member in the FUSION Center housed at the Florida Department of Law Enforcement. The FUSION Center is an intelligence unit designed to expedite the sharing and analysis of information relating to potential threats to the people of Florida and the United States in a manner that enhances law enforcement's ability to react to and act on potential threats in an expeditious manner. Through Homeland Security, the Florida Highway Patrol (FHP) stays informed of any and all potential threats to the highways of Florida, plans for the transportation of dangerous substances over the highways via cars and tractor trailers, and intelligence related to the apprehension of suspected threats to Florida through highway safety enforcement actions. Eliminating this office would reduce funding by \$330,982 and would eliminate 4 positions.

IMPACT TO THE PUBLIC: The potential of damage to property and injury to people would only increase due to the gap that would exist without this important element in the wall of security for Florida. FHP provides visible monitoring and deterrence of criminal activities directed towards highway users and critical state infrastructure. Without Homeland Security, the FHP would not be in a position to access and disseminate information relevant to the population it has been tasked with securing.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

ELIMINATE ONLINE SERVICES		020	33B3610
TRUST FUNDS.....	9.00-		
		5,959,845-	2000
	=====		

 COL A11
 SCH VIIIB-2
 REDUCTIONS
 POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATE ONLINE SERVICES		020	33B3610

SCH VIIIB-2 NARR 10-11 NOTES:
 ELIMINATE ONLINE SERVICES

Long Range Program Plan Approved Activity: Application Development and Support

This issue proposes to eliminate online services. This proposal would reduce funding by \$5,959,845 and would eliminate 9 full time positions.

The Department provides the following online services: driver license renewal and replacement, vehicle and vessel registration renewal, driver license and motor vehicle status checks, emergency contact information, parental driver history, third part testing, driver schools, as well as other services. The Department also provides the Driver and Vehicle Information Database (DAVID) online application which is an extremely valuable tool used by law enforcement and other agencies to provide a comprehensive analysis of driver, vehicle, and driver license image data. There are over 1,100 agencies that use DAVID and they generate about 7 million inquiries a month. Eliminating this support would reduce funding by \$5,959,845 and would eliminate 9 positions.

IMPACT TO THE PUBLIC: These applications will no longer be supported or enhanced if this funding is eliminated. Customers would no longer have the convenience of obtaining online services and it would increase the number of transactions in offices by 21%, which will increase customer wait time. Without DAVID, law enforcement and other agencies would not have the capability to retrieve images and obtain all driver licenses and vehicle information associated with a customer, which is a public and officer safety issue. The public would no longer be able to update their emergency contact information online and law enforcement would not have online access to this information. Estimated revenue reduction from this potential elimination is approximately \$3,874,616.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

ELIMINATE MOBILE HOME INSPECTION			
PROGRAM-MONITORING AND CONSUMER			
COMPLAINTS		021	33B3700
	18.00-		
TRUST FUNDS.....		981,464-	2000
	=====		

COL A11
SCH VIIIIB-2
REDUCTIONS
POS AMOUNT PRIORITY CODES

HIWAY SAFETY/MTR VEH, DEPT 76000000
SCHEDULE VIIIIB REDUCTIONS -
OPERATING 33B0000
ELIMINATE MOBILE HOME INSPECTION
PROGRAM-MONITORING AND CONSUMER
COMPLAINTS 021 33B3700

SCH VIIIIB-2 NARR 10-11 NOTES:

ELIMINATE MOBILE HOME INSPECTION PROGRAM (INCLUDING CUSTOMER COMPLAINTS)

Long Range Program Plan Approved Activity: Monitor Mobile Home Inspections

This issue proposes to eliminate the Mobile Home Inspections Program to include customer complaints. This proposal would reduce funding by \$981,464 and would eliminate 18 full time positions.

The Bureau of Mobile Home and Recreational Vehicle Construction is an approved contract provider with the U.S. Department of Housing and Urban Development (HUD) to inspect mobile homes as they are built in Florida manufacturing facilities to ensure compliance with HUD Code. Consumer protection is provided through monitoring inspections of manufactured homes built in and shipped into the State of Florida by assuring that federal and state construction and safety code requirements are met in all phases of production, transportation and installation. Florida law provides for in-plant inspections, warranty provisions, and consumer complaints. Eliminating the inspection function will result in a budget reduction of \$981,464 as well as the elimination of 18 positions.

IMPACT TO THE PUBLIC: This Departmental program has been approved by the Department of Housing and Urban Development (HUD) and they would have to seek another public or private partner to administer this program. The majority of mobile home complaints (65%) are on homes manufactured outside of Florida where private in-plant inspection programs are used. Eliminating this program will create a risk to consumers/homeowners being protected from improperly built, unsafe homes. Also, eliminating this program will increase the potential for over the road traffic mishaps from plants to dealer and homeowner lots. In FY 08-09, DMV Compliance Examiners inspected 3,531 manufactured homes in plants. Of these inspections, 619 non-compliance issues were identified. This equates to 18% or one of six manufactured homes is non-compliant in the manufacturing plant which required corrective action by the Bureau prior to the home being completed.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 320.822 and 320.862.

COL A11			
SCH VIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES
			76000000
			33B0000
		022	33B0250
TRUST FUNDS.....	1,456,801-		2000
	=====		

SCH VIIIB-2 NARR 10-11 NOTES:

REDUCE OPERATION OF MOTOR VEHICLES FUNDING

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws
 Conduct Criminal and Administrative Investigations
 Provide Community Service Enforcement Activities
 Provide Aerial Traffic Enforcement
 Provide Academy Training

This budget reduction issue proposes to decrease program funding for the Florida Highway Patrol's Operation of Motor Vehicles in the amount of \$1,456,801.

The Florida Highway patrol is charged with providing a safe driving environment for Florida's residents, visitors and commercial shippers through pro-active law enforcement. Having sufficient funding to operate motor vehicles allows the Florida Highway Patrol to effectively patrol the State's highways, provide community service officers, provide aerial traffic enforcement, provide academy training and conduct traffic investigations. For State Fiscal Year 2009-2010, the Florida Highway Patrol has \$13,999,358 appropriated in the Operations of Motor Vehicles expenditure category. This appropriation is based on several assumptions. First, that the average price per gallon of gasoline to be used by the Patrol is \$2.88 before tax adjustments. Secondly, that there will be a \$1 million projected reimbursement for the Florida Highway Patrol's hire-back program. This proposed reduction will decrease overall program funding by \$1,456,801.

IMPACT TO THE PUBLIC: If the average price per gallon of gasoline increases to more than \$2.88 before tax adjustments, the expenditure authority for this particular critical need may not be sufficient. If this occurs, additional authority will need to be requested in order for the Florida Highway Patrol to perform its core functions. Without sufficient funding to operate motor vehicles, the Patrols ability to provide safety on Florida's highway's through pro-active law enforcement may be put in jeopardy.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None

COL A11 SCH VIIIB-2 REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATE OFFICE OF FLEET AND			
PROPERTY, FLORIDA HIGHWAY PATROL			
PROGRAM		023	33B1270
TRUST FUNDS.....	3.00-		2000
	1,001,528-		
	=====		

SCH VIIIB-2 NARR 10-11 NOTES:
 ELIMINATING THE FLEET AND PROPERTY PROGRAM

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

This issue proposes to eliminate the Fleet and Property program with thin the Florida Highway Patrol. This proposal would reduce funding by \$1,001,528 and eliminate 3 full time positions.

The Fleet & Property Office oversees the purchase of all vehicles by the Florida Highway Patrol, including the initiating of purchasing requests. This includes police vehicles, K-9 vehicles, police motorcycles, vans for radio technicians, non-pursuit sedans, trailers, and other specialty vehicles. The Patrol works to reduce the risk of injury and/or death by providing the most up-to-date equipment and technology for FHP pursuit vehicles and equipment. This office also fulfills statutory requirements, Chapter 15B-2, FAC, regarding approval of speed measuring devices used in Florida and other equipment approvals. Multiple contracts are initiated and managed by this office, including uniforms and accessories for our troopers, vehicle maintenance/repair contracts, radar/laser maintenance repair contracts, hazardous waste disposal contract, and others. This office has been tasked with oversight of operations for our Central Installation Facility, which is responsible for all FHP vehicle installations/removals, receiving and preparing vehicles for disposal, communications repairs, and many other miscellaneous duties. The Fleet and Property Office is regularly called upon to test, evaluate, and purchase other specialized law enforcement equipment, such as firearms, less lethal weapons (Taser), etc.

IMPACT TO THE PUBLIC: Deletion of this program would result in multiple important pro active functions not being performed or needing to be reassigned to other programs, these duties would be, but are not limited to managing the overall FHP Fleet Operations, purchasing specialized law enforcement related equipment and managing law enforcement related contracts.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

COL A11 SCH VIIIIB-2 REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATION OF THE COMMERCIAL			
DRIVER LICENSING (CDL) THIRD PARTY			
TESTING PROGRAM		024	33B3660
TRUST FUNDS.....	11.00-	602,220-	2000
	=====		

SCH VIIIIB-2 NARR 10-11 NOTES:

ELIMINATING THE COMMERCIAL DRIVER LICENSING (CDL) THIRD PARTY TESTING PROGRAM

Long Range Program Plan Approved Activity: Issue Driver Licenses and Identification Cards

This issue proposes to eliminate the Commercial Driver Licensing (CDL) Third Party Testing Program. This proposal would reduce funding by \$650,220 and would eliminate 11 full time positions.

Oversight of Florida's Commercial Driver Licensing (CDL) Third Party Tester Program has uncovered 9 major fraud cases by agency compliance officers in this program leading to more than 15,000 commercial drivers required to be re-tested over the last 8 years. Federal regulations allow state driver licensing agencies to administer CDL third party testing programs and require state agencies to maintain a high degree of oversight due to the high fraud potential of this activity. Current federal regulations and corresponding Florida Statutes require at least annual on-site audits of Florida's 306 third party CDL test sites. Anticipated revisions to federal regulations will add requirements for annual overt and covert monitoring operations and auditing of all 716 CDL testers in Florida. Without compliance to this level of oversight, Florida would be obliged to either discontinue CDL third party testing or risk findings of non-compliance with the federal regulations. Eliminating this program will reduce funding by \$650,220 and will eliminate 11 positions.

IMPACT TO THE PUBLIC: Eliminating the CDL Third Party Testing Program would lead to noncompliance of federal regulations and loss of federal aid highway funds to Florida (over \$100M annually by the third year of non-compliance). Non-compliance with federal CDL regulations would ultimately cause the Federal Motor Carrier Safety Administration (FMCSA) to prohibit Florida from issuing commercial driver licenses. Florida's approximately 700,000 commercial motor vehicle operators would need to be licensed in other states under emergency provisions in place should FMCSA need to invoke this penalty. CDL Holders who currently live and work in Florida would exit the state which would negatively affect manufacturers and distributors moving products within the state to retail outlets. Loss in IFTA and IRP federal taxes related to motor carriers. If Florida is prohibited from issuing CDL licenses, the potential state revenue loss based on 102,650 original and renewal CDL licenses issued in FY 08-09 would be \$7,698,750. If the Department performs all CDL testing at state sites instead of third-party testers, Florida would incur millions to establish required test ranges (will require leased property for additional test ranges) and approximately 31 additional CDL examiners to administer approximately 25,500 CDL skill tests annually.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 322.56(3) and 322.56(4).

```

-----
                                COL A11
                                SCH VIIIIB-2
                                REDUCTIONS
                                POS      AMOUNT PRIORITY      CODES
                                -----
HIWAY SAFETY/MTR VEH, DEPT                                76000000
SCHEDULE VIIIIB REDUCTIONS -
OPERATING                                                33B0000
ELIMINATION OF THE BUREAU OF
ADMINISTRATIVE REVIEWS (BAR)                                33B3650
                                                025
TRUST FUNDS.....122.00-
                                                5,983,913-
                                                2000
=====
*****
  
```

SCH VIIIIB-2 NARR 10-11 NOTES:

ELIMINATION OF THE BUREAU OF ADMINISTRATIVE REVIEWS (BAR)

Long Range Program Plan Approved Activity: Conduct Administrative Reviews

This issue proposes to eliminate the Bureau of Administrative Reviews (BAR). This proposal would reduce funding by \$5,983,913 and would eliminate 122 full time positions.

Under Florida law, drivers subject to certain sanctions relating to their driving privilege are entitled to an administrative review of their cases. This Bureau conducts formal and informal administrative reviews to sustain or overturn administrative (roadside) license suspensions for unlawful breath alcohol level or for refusal to submit to a blood, breath or urine test. Also, this Bureau conducts hearings for reinstatement of driving privileges for drivers designated as habitual traffic offenders, administrative hearings to allow drivers with certain sanctions to reinstate the driving privilege early on a restricted basis, and hearings related to disqualification of commercial driving privileges. Further, BAR handles suspensions for minors under the age of 21 who are driving or in a vehicle with any alcohol in their system. In 08-09, 16 BAR offices statewide scheduled 27,710 DUI administrative reviews and 42,008 Limited Driving Privilege (LDP) hearings, of which 13,473 were for egregious offenses including DUI offenders and habitual traffic offenders and 318 miscellaneous hearings. Included in these numbers are the disqualifications that affect commercial driver license holders (drivers of large trucks). Eliminating this Bureau will reduce funding by \$5,983,913 and will eliminate 122 positions.

IMPACT TO THE PUBLIC: Negative impact on public safety; DUI and habitual traffic offenders could continue to drive until court date potentially endangering themselves and others. Also, there is a negative impact on due process for customers suspended at roadside by law enforcement. Florida would lose over \$100M in federal aid highway funds. Eliminating the administrative review process would be challenged as violating a driver's due process rights. The Department could lose approximately \$1.185 million in lost revenue based on new filing fees effective 9/01/09.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statutes 322.2615, 322.2616, 322.271, 322.331 and 322.64.

COL A11			
SCH VIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES
			76000000
			33B0000
		026	33B1350
TRUST FUNDS.....	675,000-		2000
	=====		

SCH VIIIB-2 NARR 10-11 NOTES:

REDUCE FLORIDA HIGHWAY PATROL STATE OVERTIME ACTION RESPONSE PROGRAM, LIEUTENANTS AND CAPTAINS

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

This issue proposes to eliminate the Florida Highway Patrol's State Overtime Action Response Program for Lieutenants and Captains. This proposal would reduce funding by \$675,000.

This issue proposes to reduce the Florida Highway Patrol State Overtime Action Response (SOAR) program in the amount of \$675,000. The SOAR program was created in response to the high level of vacancies in sworn positions. The SOAR program provides overtime funds for law enforcement personnel to work beyond their normal shifts to provide the law enforcement presence that is absent due to the vacancies. This ensures that our highways are safer with more preventive patrol hours provided by the SOAR program. The reduction is proposed for Excluded Classes only, which includes FHP Lieutenants and Captains. Eliminating this funding will result in fewer hours being spent on patrol, crash investigations, and roadside assistance. Fewer hours for officers would result in higher incidences of undetected crime, traffic safety risks, and other unsafe occurrences. Eliminating this program will reduce funding by \$675,000.

IMPACT TO THE PUBLIC: Elimination of funding which permits excluded law enforcement classes to work additional hours of enforcement patrol will have an adverse impact on the public. First, enforcement activities will drop, as fewer sworn officers will be working enforcement on overtime status. Second, there will be reduced visibility of FHP personnel taking enforcement actions, and finally, the level of supervision will drop when the time available for Lieutenants and Captains to patrol is reduced. SOAR overtime allows the agency to enhance preventive patrol activities and increase enforcement and prevention efforts by placing more sworn officers on the road at any given time.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: The performance standards for the number of hours of preventive patrol, the number of motorists assisted, the number of hours spent assisting motorists and average response time would require revision.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

COL A11			
SCH VIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
ELIMINATION OF THE DOCUMENT			
VALIDATION UNIT IN THE BUREAU OF			
DRIVER IMPROVEMENT		027	33B3670
	5.00-		
TRUST FUNDS.....		199,210-	2000
		=====	

SCH VIIIB-2 NARR 10-11 NOTES:

ELIMINATING THE DOCUMENT VALIDATION UNIT IN THE BUREAU OF DRIVER IMPROVEMENT

Long Range Program Plan Approved Activity: Oversee Driver Improvement Activities

This issue proposes to eliminate the Document Validation Unit within the Bureau of Driver Improvement. This proposal would reduce funding by \$199,210 and would eliminate 5 full time positions.

Current law requires applicants to provide documents showing legal presence prior to issuance of driver license/ID card. This unit is the primary source for verification of immigration documents for immigrants and non-immigrants, for those cases where routine electronic verification indicated mismatches in data supplied by applicants. Each year, we routinely verify approximately 600,000 documents for authenticity through electronic connectivity with the Homeland Security database. These result in approximately 8% or 50,000 documents to be verified by this unit manually when data mismatches occur. Based on this secondary manual verification, approximately 6,000 licenses are denied annually. Additionally, this unit of 5 FTEs processes in excess of 42,000 calls annually from office examiners requesting clarification about the lawful presence of foreigners prior to field office issuance of a license or ID card. Eliminating this program will reduce funding by \$199,210 and will eliminate 5 positions.

IMPACT TO THE PUBLIC: Without this quality control unit, approximately 50,000 applicants annually could be given a driver license or ID card, many of whom may not have legal presence and not be entitled. With this identification/license, these individuals could get on an airplane; commit credit fraud, bank fraud, insurance fraud; and they would have complete freedom to do anything they want to in the country. Conversely, people who are entitled to a license would not get theirs.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

COL A11 SCH VIIIB-2 REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES
			76000000
			33B0000
		028	33B3690
18.00-	878,174-		2000
	=====		

HIWAY SAFETY/MTR VEH, DEPT
 SCHEDULE VIIIB REDUCTIONS -
 OPERATING
 ELIMINATION OF THE MEDICAL REVIEW
 SECTION IN THE BUREAU OF DRIVER
 IMPROVEMENT

TRUST FUNDS.....

SCH VIIIB-2 NARR 10-11 NOTES:

ELIMINATION OF THE MEDICAL REVIEW SECTION IN THE BUREAU OF DRIVER IMPROVEMENT

Long Range Program Plan Approved Activity: Oversee Driver Improvement Activities

This issue proposes to eliminate the Medical Review Section in the Bureau of Driver Improvement. This proposal would reduce funding by \$878,174 and would eliminate 18 full time positions.

The Medical Review section works directly with drivers at-risk for health and vision concerns to evaluate their ability to drive safely as well as monitor their progress over time. The unit responds to approximately 34,000 telephone inquiries per month and most of the customers are at-risk drivers. Since 1999, the number of medical cases handled by this unit has increased 133%, from 43,669 to 101,764, and is steadily increasing. Approximately 6,000 licenses are revoked each year due to defective eyesight alone. Eliminating this program will reduce funding by \$878,174 and will eliminate 18 positions.

IMPACT TO THE PUBLIC: Without the intervention of this unit, the high risk driver population would neither be identified nor monitored. There would be a negative impact on public safety on our roadways as high risk driver population could continue to drive endangering themselves and others. Also, the ability to have at-risk drivers re-tested due to medical reasons through reports from law enforcement, physicians, family members and others would be eliminated. Approximately 6,000 people each year with inadequate vision will continue to drive on the roads, most of them in the elder driver population. An additional 6,300 people will continue to drive whose licenses are revoked for other medical reasons.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statutes 322.125, 322.126 and 322.221(2)(c).

REDUCE FLORIDA HIGHWAY PATROL
 STATE OVERTIME ACTION RESPONSE
 PROGRAM

029 33B1230

TRUST FUNDS.....

5,150,000-
 =====

COL A11			
SCH VIIIB-2			
REDUCTIONS			
POS	AMOUNT	PRIORITY	CODES

HIWAY SAFETY/MTR VEH, DEPT			76000000
SCHEDULE VIIIB REDUCTIONS -			
OPERATING			33B0000
REDUCE FLORIDA HIGHWAY PATROL			
STATE OVERTIME ACTION RESPONSE			
PROGRAM		029	33B1230

SCH VIIIB-2 NARR 10-11 NOTES:

REDUCE FLORIDA HIGHWAY PATROL STATE OVERTIME ACTION RESPONSE PROGRAM

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

This issue proposes to eliminate the Florida Highway Patrol's State Overtime Action Response Program. This proposal would reduce funding by \$5,150,000.

Statewide Overtime Action Response (SOAR) is an overtime program designed to augment visibility of law enforcement and aggressive enforcement. Included classes of Law Enforcement Officer, Law Enforcement Investigators I and II, Law Enforcement Sergeant, Airplane Pilots I and II are authorized to work SOAR details for a maximum of eight hours per week at a rate of one and one-half times their hourly rate of pay. FHP has lost 152 positions over the last two years; therefore, given FHP's current level of understaffing, the patrol time spent using the State Overtime Action Response (SOAR) is a crucial part of the Patrol's ability to carry out its mission. In fiscal year 2008/2009 SOAR hours worked were 138,143.5 with 1,992,739 miles driven, 200,477 citations written, 79,873 written warnings issued, 16,617 assistance rendered, 5,089 crashes investigated, 1,260 DUI arrests, and 32,922 faulty equipment notices issued. Eliminating this program will reduce funding by \$5,150,000.

IMPACT TO THE PUBLIC: Eliminating SOAR funding will decrease the visibility of law enforcement officers and result in fewer hours being spent on patrol, crash investigations, and roadside assistance. Fewer hours for officers would result in higher incidences of undetected crime, traffic safety risks, and other unsafe occurrences. Without SOAR, the outcome would be less visibility of law enforcement officers on the road and a possible negative impact on public safety on our roadways, as both response time and preventive patrol will be affected; possible increases in traffic crashes and resulting in injuries and death.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: The performance standards for the number of hours of preventive patrol, the number of motorists assisted, the number of hours spent assisting motorists and average response time would require revision.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: None.

```

-----
                                COL A11
                                SCH VIIIIB-2
                                REDUCTIONS
                                POS      AMOUNT PRIORITY      CODES
                                -----
HIWAY SAFETY/MTR VEH, DEPT                                76000000
SCHEDULE VIIIIB REDUCTIONS -
OPERATING                                                33B0000
CONTRABAND INTERDICTION PROGRAM,
FLORIDA HIGHWAY PATROL PROGRAM                                33B1410
                                56.00-
TRUST FUNDS.....                                4,230,152-
                                =====
*****
  
```

SCH VIIIIB-2 NARR 10-11 NOTES:

ELIMINATE THE FLORIDA HIGHWAY PATROL'S CONTRABAND INTERDICTION PROGRAM

Long Range Program Plan Approved Activity: Enforcement of Traffic Laws

This issue proposes to eliminate the Florida Highway Patrol's Contraband Interdiction Program. This proposal would reduce funding by \$4,230,152 and would eliminate 56 full time positions.

The Contraband Interdiction Program (CIP) is legislatively mandated in Chapter 321.05, Florida Statutes. In 2008 the FHP interdicted over 8.2 million dollars of illegal drugs and contraband being transported on Florida's highways (This does not include currency seizures). This would eliminate 56 positions added to 152 positions lost over the last two years. It has been proven through investigations participated in by FHP Contraband Interdiction Members, that the illegal transportation of the many different kinds of contraband on Florida Highway's are linked to terrorist groups and their activities. With the numerous potential terrorist targets that the State of Florida poses, it would be a severe blow to the safety of the State to remove one of the first lines of defense. Specially trained CIP Troopers are often the ones that begin the intelligence gathering process from their roadside stops. The White House has recognized the vital role highway interdiction plays, as the National Office of Drug Control has fully funded and endorsed the Domestic Highway Enforcement (DHE) concept. This effort is modeled after the Florida Highway Patrol CIP program. At this time, 48 State Police Agencies are trying to establish a CIP program that mirrors what FHP has been doing since 1983. Eliminating this program will reduce funding by \$4,230,152 and will eliminate 56 positions.

IMPACT TO THE PUBLIC: Elimination of this program would result in continuation and tremendous growth of illegal contraband transported on Florida's highways, as well as causing the FHP to fail in its legislatively mandated requirements. This would contribute to additional criminal activity, affecting all Florida citizens and visitors. Illegal contraband transported on Florida's highways could increase, as well as criminal and terrorist activity. The Governor's office of Drug Control has also listed stopping the supply of drugs from reaching neighborhoods as one of its strategies. Elimination of the FHP CIP program would be a direct conflict with that directive.

COUNTIES TO WHICH THIS ISSUE APPLIES: Statewide.

LRPP and/or STRATEGIC PLAN MEASURES REQUIRING REVISION: None.

STATUTORY AND OTHER LEGAL CITES REQUIRING REVISION: Florida Statute 321.05.

	COL A11		
	SCH VIIIB-2		
	REDUCTIONS		
	POS	AMOUNT	PRIORITY

			CODES
HIWAY SAFETY/MTR VEH, DEPT			76000000
TOTAL: HIWAY SAFETY/MTR VEH, DEPT			76000000
BY FUND TYPE			
TRUST FUNDS.....	388.00-		
	35,358,574-		2000
	=====		