



# Legislative Budget and Finance Committee

A JOINT COMMITTEE OF THE PENNSYLVANIA GENERAL ASSEMBLY

Offices: Room 400 Finance Building, 613 North Street, Harrisburg

Mailing Address: P.O. Box 8737, Harrisburg, PA 17105-8737

Tel: (717) 783-1600 • Fax: (717) 787-5487 • Web: <http://lbfc.legis.state.pa.us>

## SENATORS

ROBERT B. MENSCH

*Chairman*

JAMES R. BREWSTER

*Vice Chairman*

MICHELE BROOKS

THOMAS MCGARRIGLE

CHRISTINE TARTAGLIONE

VACANT

## PA State Police Cost to Provide Safety on Public Highways

## REPRESENTATIVES

ROBERT W. GODSHALL

*Secretary*

JAKE WHEATLEY

*Treasurer*

STEPHEN E. BARRAR

JIM CHRISTIANA

SCOTT CONKLIN

PETER SCHWEYER

Conducted Pursuant to HR 2016-622

## EXECUTIVE DIRECTOR

PHILIP R. DURGIN

March 2017

# Table of Contents

	<u>Page</u>
<b>Report Summary and Recommendations</b> .....	S-1
<b>I. Introduction</b> .....	1
<b>II. Background Information on the Pennsylvania State Police</b> .....	4
<b>III. Profile of the Pennsylvania State Police Workforce</b> .....	8
<b>IV. The Number and Assignment of State Troopers and Civilian Staff</b> .....	12
<b>V. Study Findings on State Police Enforcement of Safety on the Highways</b> .....	23
A. "Safety on the Public Highways and Bridges" Is Not Clearly Defined, and Therefore a Common Usage Definition Must Be Used .....	23
B. Less Than 50 Percent of the Total Trooper Complement Is Available for Patrol Duty .....	27
C. On Average, Nearly Half of a State Patrol Trooper's Time Is "Obligated," Thereby Limiting Proactive Patrol Work .....	28
D. The State Trooper Allocation Formula Attempts to Equalize the Distribution of Patrol Troopers, and thereby Equalize the Patrol Function Throughout the Commonwealth .....	33
E. The Pennsylvania State Police Have Implemented Several Special Programs Designed to Promote Safety on the Highways .....	37
F. We Calculated the "Appropriate and Justifiable" Level of Motor License Fund Support for the Pennsylvania State Police Under the Constitution of Pennsylvania for Fiscal Year 2015-16 to Be \$532.8 Million .....	42
G. The Ratio of Money Spent on Highway Patrol, Administration, Training, Criminal Law Enforcement, Liquor Code Enforcement, and Gaming Code Enforcement Has Remained Stable Over the Previous Five Years .....	64
<b>VI. Appendices</b> .....	67
A. House Resolution 2016-622 .....	68
B. Supervisory Span-of-Control .....	70
C. Status of Pennsylvania State Police Accreditation .....	74
D. Using Troop T to Project Potential PSP Highway Safety Costs .....	76
E. PSP Incidents Classified as Highway Safety in 2015 .....	77
F. Fiscal Code Restrictions on Transfers From the Motor License Fund to the PA State Police .....	87
G. Response to This Report .....	89

## Report Summary

---

In March 2016, the House of Representatives adopted House Resolution 622 (see Appendix A) instructing the Legislative Budget and Finance Committee to examine State Police funding as it relates to the Motor License Fund (Fund) in light of constitutional restrictions, the growth in funds diverted to support the State Police, and the passage of omnibus amendments to Title 74 (Transportation) and Title 75 (Vehicles).

Our report is presented in five sections: Section I provides the study scope, objectives, and methodology; Section II presents general background information on the State Police; Section III profiles the State Police workforce; Section IV defines the Headquarters and field structure of the State Police and documents the geographical and functional deployment of both State Troopers and civilian personnel as of November 14, 2016; and Section V presents the study findings.

### **Information on the Pennsylvania State Police**

The Pennsylvania State Police have a broad mandate to assist the Governor in the administration and enforcement of all Commonwealth laws. The Department's mission encompasses traffic supervision and patrol, criminal and drug law enforcement, crime prevention, emergency assistance, liquor control enforcement, gaming enforcement, and numerous other law enforcement administrative and specialty functions. State Police also have the power and duty "to enforce the laws regulating the use of the highways of this Commonwealth."

As such, the State Police occupies a key position in Pennsylvania's statewide law enforcement structure. While they make up only about 16 percent of the number of actively employed, full-time police officers in Pennsylvania, State Troopers are responsible for nearly 73 percent of the land area of the Commonwealth on a full-time basis and another 9 percent on a part-time basis, encompassing 51 percent of the Commonwealth's total highway miles. The State Police has coverage responsibility for 67 percent of the state's 2,560 municipalities, representing about 26 percent of the state's population.

As shown below, the State Police workforce included 4,253 State Troopers and 1,840 civilians as of November 14, 2016. These personnel are assigned to 16 Troops and 89 Stations within four Area Commands at the field level and to 14 Bureaus, 37 Divisions, and five special offices at Departmental Headquarters. Additionally, training is conducted at the State Police Academy in Hershey and four regional training facilities.

**Pennsylvania State Police Workforce**  
(As of November 14, 2016)

	Number of Positions		
	<u>Authorized</u>	<u>Filled</u>	<u>Vacant</u>
General Enlisted Complement .....	4,481	4,063	423
Troop T – PA Turnpike Patrol.....	<u>238</u>	<u>190</u>	<u>43</u>
Subtotal .....	4,719	4,253	466
Civilian .....	<u>1,936</u>	<u>1,840</u>	<u>96</u>
Total.....	<u>6,655</u>	<u>6,093</u>	<u>562</u>

The State Police has an annual operating budget of approximately \$1.2 billion.

<b>PSP Revenue by Fund</b>			
(\$ in Millions)			
<u>Source</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>
General Fund.....	\$208,439	\$219,349	\$ 258,733
Motor License Fund.....	623,063	674,057	754,614
Federal Funds.....	16,489	19,478	17,417
Augmentations.....	68,158	73,578	74,767
Restricted.....	25,850	25,879	26,223
Other Funds.....	<u>26,090</u>	<u>32,318</u>	<u>30,552</u>
Total.....	\$968,089	\$1,044,659	\$1,162,306

Regarding PSP expenditures for safety on highways and bridges, we found:

**Safety on the Highways is not defined, and so a common usage definition must be used. (pp. 23-26)**

HR 622 directs the LB&FC to examine the “appropriate and justifiable” level of Motor License Fund support for the State Police under the Constitution of Pennsylvania. Specifically, the Constitution provides that:

All proceeds from gasoline and other motor fuel excise taxes, motor vehicle registration fees and license taxes, operators’ license fees and other excise taxes imposed on products used in motor transportation shall be appropriated by the General Assembly to agencies of the State or political subdivisions thereof; and used solely for construction, reconstruction, maintenance and repair of and *safety on public highways and bridges and costs and expenses incident thereto* [emphasis added]

....shall not be diverted by transfer or otherwise to any other purpose....<sup>1</sup>

The term “safety on public highways and bridges” is not defined in the Constitution or elsewhere. As a consequence, the term is generally understood based on its plain language. For the purposes of this report, we defined “safety on public highways and bridges” (we also use the term “highway safety”) as: the cost of patrolling public highways, roads, streets, and bridges; responding to traffic incidents; enforcing the Vehicle Code; and related overhead costs.

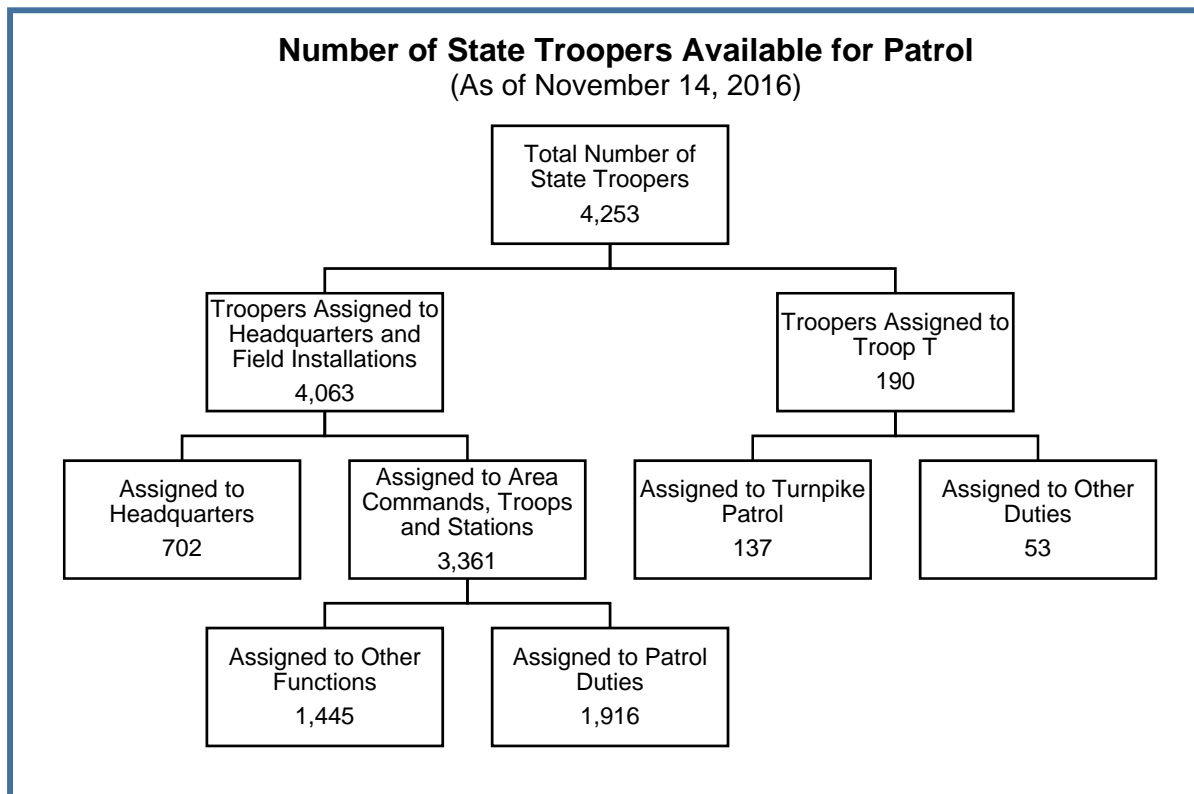
**Less than 50 percent of the Pennsylvania State Police is available for patrol duty. (pp. 27-28)**

Over the years, several factors have worked to dramatically increase the workload and demands on the State Police. These include: additional duties and responsibilities associated with new statutory mandates; increases in the number of incidents requiring a response by a State Trooper; increasing responsibilities for municipal coverage; greatly expanded traffic volume; increases in public expectations of the State Police; and a law enforcement mission and environment that has become increasingly complex and specialized.

These factors have placed additional pressures on the State Police budget and can result in Troopers being drawn away from general highway patrol duty. As shown below, we found that roughly 45 percent of the State Trooper complement (1,916 Troopers from Troops A-R) is available for non-Turnpike patrol duty.

---

<sup>1</sup> Except that loans may be made by the State from the proceeds of such taxes and fees for a single period not exceeding eight months, but no such loan shall be made within the period of one year from any preceding loan, and every loan made in any fiscal year shall be repayable within one month after the beginning of the next fiscal year.



**On average, 51 percent of a Patrol Trooper’s time is available for highway patrol duty (unobligated time). Of the remaining time (i.e., obligated time), 47 percent is spent on incidents pertaining to highway safety. (pp. 28-32)**

Law enforcement officials recognize that maintaining sufficient uncommitted or “unobligated” time to perform proactive patrol is essential to their agencies’ effectiveness. Unobligated time is the time a Trooper is available to conduct proactive, rather than reactive, patrol activities. All of the time Patrol Troopers spend performing activities which take them away from proactive patrol activities is classified as “obligated time” (e.g., time spent responding to incidents, doing reports and paperwork, and appearing in court).

The State Police calculates obligated and unobligated time for each Station and for the Department as a whole based on the amount of time each Patrol Trooper spends on various activities. Based on November 2016 PSP data, 51 percent of a Patrol Trooper’s time was unobligated time, and 49 percent was obligated time (statewide average). Of the obligated time, 47 percent pertained to incidents related to highway safety.

**We calculated the “appropriate and justifiable” level of Motor License Fund support for the PA State Police to be \$532.8 million. (pp. 42-63)**

To calculate the “appropriate and justifiable” level of Motor License Fund support (i.e., the amount the PSP spends for safety on highways and bridges), we first sought to determine the percentage of direct time “core” Patrol Troopers spends on highway safety. We considered all unobligated time available to a Patrol Trooper as a highway safety cost and 47 percent of the obligated time as attributable to highway safety. We translated these percentages into full-time equivalent Troopers. We also factored in the amount of time field Troopers in related functions, such as Motor Carrier Inspectors and Staff Support at the field level, spent on the highway safety function. This resulted in a calculation that 58 percent of the time of the field Trooper staff is dedicated to the highway safety function.

We then used that percentage (58 percent) as the allocation factor for indirect field operation costs and the highway safety costs of those Headquarters functions that we determined had a significant highway safety component. We did not include as a highway safety cost any functions that are funded by a dedicated funding source (e.g., Troop T, which is funded by the Turnpike Commission) or that appeared to have only a tangential relationship to highway safety (e.g., the Bureau of Criminal Investigations).

As shown below, these calculations yielded a cost for the PSP highway safety function of \$532.8 million for FY 2015-16. The report text and appendices contain the details of how we arrived at these figures.

	<u>Total Expenditures</u>	<u>Allocation Percentage</u>	<u>Highway Safety Expenditures</u>
Field Operations .....	\$ 714.0 <sup>a</sup>	58%	\$414.1
Troop T .....	43.5	0	0
Headquarters .....	<u>377.4</u>	32 <sup>a</sup>	<u>118.7</u>
Total .....	\$1,135.0	47%	\$532.8

<sup>a</sup> Most headquarters operations were allocated at 58 percent to highway safety. Depending on their function, however, some were allocated at 0 percent and a few were allocated at 100 percent to highway safety (see Table 17 for details).

Expressed in terms of highway and bridge work, if the PSP had received only \$532.8 million from the Motor License Fund, rather than \$755 million that was appropriated in FY 2015-16, it would have increased the amount available in the Motor License Fund by \$222.2 million. This would have been sufficient to resurface

about 1,111 lane miles of urban arterial roadway or design, replace, and maintain 138 bridges for the next 25 years.

**The percentage of funds spent on core PSP functions has remained relatively stable over the past five years. (pp. 64-65)**

Although State Police expenditures have increased over the past five fiscal years, in percentage terms, spending in each category (except administration) has remained relatively stable. For example, the percentage of total expenditures for patrol has been in a narrow range—between 38 percent and 40 percent of total expenditures—for the past five years.

<b>Pennsylvania State Police Expenditures</b>					
From 2011 to 2015					
	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Admin .....	\$129,784,995	\$163,448,020	\$141,562,467	\$166,014,484	\$126,026,069
Training ..	15,444,545	19,078,681	20,708,300	29,407,977	36,421,054
Patrol .....	360,278,060	362,924,980	389,507,317	405,090,080	450,148,580
Criminal ..	343,589,941	355,296,454	382,230,910	405,523,051	449,767,067
Liquor ....	20,232,401	22,624,956	22,881,558	23,931,595	24,125,829
Gaming...	16,670,092	19,416,677	22,327,710	22,998,923	26,865,407
Other .....	<u>9,305,601</u>	<u>16,931,262</u>	<u>15,237,300</u>	<u>22,924,972</u>	<u>21,505,527</u>
Total .....	\$895,305,634	\$959,721,029	\$994,455,563	\$1,075,891,081	\$1,134,859,533



# **I. Introduction**

---

This review of Motor License Fund support for the Pennsylvania State Police has been conducted by the Legislative Budget and Finance Committee (LB&FC) staff pursuant to House Resolution 2015-622 (see Appendix A). The resolution directed the LB&FC to examine State Police funding in light of constitutional protections placed on the Motor License Fund.

## **Study Objectives**

The objectives of the study were:

1. To conduct a comprehensive review of the resources typically expended by the Pennsylvania State Police in non-turnpike highway patrol activities.
2. To examine the appropriate and justifiable level of Motor License Fund support under the Constitution of Pennsylvania.
3. To identify expenditures in actual dollars, as well as the percentage breakdown by category of expenditure, such as highway patrol, administration, training, criminal law enforcement, liquor and gaming code enforcement.

## **Scope and Methodology**

This study focused on the appropriate level of Motor License Fund support for the Pennsylvania State Police given the restrictions placed on that Fund by the Pennsylvania State Constitution. We focused on staffing, operational, and time data as of November 14, 2016. During this study we met with State Police personnel including Deputy Commissioners, Area Commanders, Bureau Directors, and others.

To examine the staffing, operational, and time data of the State Police, we had ongoing meetings and discussions with the Office of Legislative Affairs, the Bureau of Research and Development, the Bureau of Human Resources, the Bureau of Integrity and Professional Standards, the Bureau of Staff Services, the Bureau of Emergency and Special Operations, the Bureau of Forensic Services, the Bureau of Records and Identification, the Bureau of Patrol, the Bureau of Criminal Investigation, the Bureau of Training and Education, the Bureau of Liquor Control Enforcement, the Bureau of Communications and Information Services, the Bureau of Information Technology, the Commanders of Areas II, III, and IV, the Equality and Inclusion Office, the Discipline Office, and the Member Assistance Office.

We collected and analyzed data from the Bureau of Research and Development on the number and type of incidents handled by the State Police and the breakdown in incidents, criminal offenses, and arrests. We examined the demand for special services provided by the State Police by gathering information from the heads of various bureaus of the State Police.

Additionally, we examined the revenues and expenditures of the State Police with particular attention to expenses at the divisional level.

This report is not a financial or performance audit of the State Police. The assessments made during, and as a result of our study activities, focus on operational matters related to safety on the highways and bridges. They are not intended, and should not be construed, as an evaluation of the performance of the Pennsylvania State Police in any of the areas referenced in the report.

## **Acknowledgments**

We gratefully acknowledge the cooperation and assistance that the Pennsylvania State Police provided during this study and thank the Department for providing access to their personnel, documents, information, and facilities. We especially thank the State Police Commissioner, Colonel Tyree C. Blocker; the Deputy Commissioner of Operations, Lieutenant Colonel William A. Horgas; the Deputy Commissioner of Staff Lieutenant Colonel Stephen A. Bucar; the Deputy Commissioner of Administration and Professional Responsibility Lieutenant Colonel Lisa S. Christie; Director of the Office of Legislative Affairs, Captain Sean T. McGinley; and the Director of the Bureau of Research and Development, Major Patrick D. Brinkley for their support and cooperation in this project.

We would also like to acknowledge the numerous enlisted and civilian personnel who assisted us in this study. These include Major Maynard H. Gray, Commander of Area II; Major James E. Degan, Commander of Area III; Major Dante Orlandi, Commander of Area IV; Ms. Kim H. Studenroth, Director of the Bureau of Human Resources; Major Robert Evanchik, Director of the Bureau of Integrity and Professional Standards; Mr. Marc J. Infantino, Director of the Bureau of Staff Services; Major Keith A. Stone, Director of the Bureau of Emergency and Special Operations; Captain Wendell B. Morris, Director of the Office of Equality and Inclusion; Lieutenant Fredrick Dyroff, Director of the Bureau of Forensic Services; Sergeant Kelly E. Lentz, Program Manager of the Member Assistance Program; Major Scott C. Price, Director of the Bureau of Records and Identification; Major Edward C. Hoke, Director of the Bureau of Patrol; Captain Raymond S. Singley, Division Chief of the Special Investigations Division of the Bureau of Criminal Investigation; Captain Jeremy Richard, Director of the Department Disciplinary Office; Major William P. White, Director of the Bureau of Training and Education; Major Scott Miller, Director of the Bureau of Liquor Control Enforcement; Major Diane M. Stackhouse,

Director of the Bureau of Communications and Information Services; and Mr. Michael C. Shevlin, Director of the Bureau of Information Technology.

### **Important Note**

*This report was developed by the Legislative Budget and Finance Committee staff. The release of this report should not be construed as an indication that the Committee or its individual members necessarily concur with the report's findings and recommendations.*

*Any questions or comments regarding the contents of this report should be directed to Philip R. Durgin, Executive Director, Legislative Budget and Finance Committee, P.O. Box 8737, Harrisburg, Pennsylvania 17105-8737.*

## **II. Background Information on the Pennsylvania State Police**

---

### **Background**

The General Assembly of Pennsylvania created the Department of State Police as an executive agency of state government in 1905. With this action, Pennsylvania established the first uniformed police organization of its kind in the United States. The original complement was limited by law to 228 officers assigned to four Troops at Greensburg, Wilkes-Barre, Reading, and Punxsutawney.

Initially, the Department's mission focused on controlling labor unrest and mob violence, patrolling farm areas, protecting wildlife, and apprehending criminals. By 1919, the demand for additional State Police services resulted in the first increase in the Department's complement, to an authorized maximum of 415. In that same year, the State Police established a fifth Troop, and assumed State Fire Marshal duties. Motorcycle patrols were added in 1920.

In 1923, the State Highway Patrol was created to enforce the vehicle laws on Pennsylvania's rapidly expanding highway system. The Highway Patrol was organizationally located in the PA Department of Highways. In 1937, the State Police and the Highway Patrol merged into a new department called the Pennsylvania Motor Police. The administrator of this new department was designated as Commissioner, and the agency was structured into four Districts and 11 Troops. The complement at that time was capped at 1,600.

Several internal reorganizations followed as the Motor Police assumed additional responsibilities. In 1943, the Legislature changed the name of the organization from the Pennsylvania Motor Police to the Pennsylvania State Police. Since that time, numerous organizational and operational changes have occurred to meet the expanding and increasingly specialized duties assigned to the State Police. The authorized size of the State Police force increased to 4,310 in 2001.

Today, the Pennsylvania State Police has a broad statutory mandate to "assist the Governor in the administration and enforcement of the laws of the Commonwealth, in such manner, at such times, and in such places, as the Governor may from time to time request." This, as well as other law enforcement powers and duties, are established in the Administrative Code of 1929, 71 P.S. §§250-252. These include, for example:

- providing assistance to any state administrative department, board, or commission of state government to enforce the laws applicable to such agencies;

- cooperating with counties and municipalities in the detection of crime, the apprehension of criminals, and the preservation of law and order throughout the state;
- collecting, classifying, and keeping complete information useful for the detection of crime and the identification and apprehension of criminals;
- enforcing the laws regulating the use of Commonwealth highways;
- making arrests, without warrant, for all violations of the law, including highway-related laws, and serving and executing warrants issued by the proper local authorities;
- serving subpoenas issued before any examination, investigation, or trial;
- collecting information relating to crimes and incidents related to the race, color, religion, or national origin of individuals or groups;
- assisting the Departments of Transportation and Revenue in the collection of motor license fees, fees for titling vehicles and tractors, operators' license fees, cigarette taxes, liquid fuel taxes, and the issuance of certificates of title and operators' licenses;
- searching without warrant any boat, conveyance, vehicle, receptacle, or any place of business when there is good reason to believe that a law administered or enforced by the Revenue Department has been violated;
- aiding in the enforcement of all laws relating to game, fish, forests, and waters; and acting as game protectors, and as forest, fish, or fire wardens; and
- conducting at the Pennsylvania State Police Academy courses of instruction for the proper training of persons to act as policemen in the political subdivisions of the Commonwealth.

The Pennsylvania State Police is headed by a Commissioner who is appointed by the Governor with Senate confirmation. The Commissioner has the following statutory powers and duties:

- to provide for its members suitable uniforms, arms, equipment, and horses or motor vehicles;
- to make rules and regulations with the Governor's approval;
- to set qualifications for membership in the force, for training, for discipline and conduct as well as for selection and promotion on a merit basis;
- to maintain a training school, known as the State Police Academy, for the proper instruction of members of the force; and
- to establish local headquarters in various places in order to distribute the force throughout the Commonwealth as is most efficient to preserve the peace, prevent and detect crime, and police the highways.

## Mission and Operating Philosophy

The operating philosophy of the State Police is to provide all lawful services within the limitations of the Department's capabilities to every citizen and/or organization in the Commonwealth. To operationalize its statutory mandates, the State Police, as shown on Exhibit 1, has defined the following vision/mission statement and core values for the organization.

### Exhibit 1

---

---

#### Pennsylvania State Police Vision/Mission and Core Values

**Vision/Mission:** We are dedicated to keeping our communities safe, inspiring public trust and confidence through effective 21<sup>st</sup> century policing strategies, which include recruiting, developing, training, and retaining a skilled workforce, reflective of the Commonwealth's rich diversity, that leverages technological innovation and effective community partnerships.

**Core Values:** To seek justice, preserve peace, and improve the quality of life for all.

- **Honor:** We are committed to upholding the Honor of the Force by providing honest and faithful police service to all who may be in danger or distress.
- **Service:** We recognize that customer service is our highest priority. We are committed to providing caring, competent, and professional police service.
- **Integrity:** We believe integrity is character in action. We are morally and ethically aware, resolute, and above reproach at all times, regardless of our duty status.
- **Respect:** We must respect ourselves, our peers, and those we serve, the sanctity of the law, and the institution that is the Pennsylvania State Police.
- **Trust:** We solemnly value the trust that has been placed in us by those we are sworn to serve, and must be committed to holding ourselves to a higher standard of accountability to continually earn their respect, each and every day.
- **Courage:** We recognize that "Courage is not the absence of fear, but the mastery of it." We stand firm in the face of danger, and will confront all threats to the safety and security of our communities with intelligence and vigor.
- **Duty:** We do not swerve from the path of our obligations, nor do we depart from standards of professional conduct. We obey the law and enforce it without any consideration of class, color, creed, or condition.

Source: Pennsylvania State Police Strategic Plan 2016-2018.

---

The Pennsylvania State Police Budget Request for 2016-2017 highlights traffic enforcement, criminal law enforcement, crime prevention, criminal records registries, laboratory services, liquor control enforcement, emergency assistance,

statewide radio network, municipal police officer training, special events management, and Marcellus shale gas drilling operations as the major program areas of the Department.

## Revenues and Expenditures

In carrying out its mission, the State Police spent a total of \$1,134,859,533 in FY 2015-16, an increase of 5.4 percent over the prior year. The majority of State Police expenditures is for personnel services, accounting for 86.3 percent of total spending in FY 2015-16. Operating expenses amounted to \$133,104,092 while fixed assets totaled \$20 million.

The Motor License Fund (\$755 million) and the General Fund (\$259 million) were the State Police’s primary sources of revenue. Combined revenues from these two sources accounted for approximately 87 percent of total agency revenues of \$1,162,306,783 in FY 2015-16. The Motor License Fund accounted for 65 percent of the total funding for the State Police, while the General Fund contributed 22 percent.

Other revenue sources include an annual transfer from the State Stores Fund for Liquor Control Enforcement (\$26.2 million in FY 2015-16), and an annual payment from the Pennsylvania Turnpike Commission for turnpike patrol services provided by the State Police (\$46.2 million in FY 2015-16).

As shown on Table 1, State Police revenues are also derived from federal funds, augmentations (e.g. criminal history record check fees, proceeds from the sale of automobiles, and reimbursement of services), and from restricted revenues (e.g. seized and forfeited property from federal and state courts and the Pennsylvania Attorney General).

Table 1

<b>PSP Revenues by Fund</b>					
(\$ in Millions)					
<u>Source</u>	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>
General Fund.....	\$185,450	\$192,659	\$ 208,439	\$ 219,349	\$ 258,733
Motor License Fund.....	561,480	584,093	623,063	674,057	754,614
Federal Funds.....	22,178	30,662	16,489	19,478	17,417
Augmentations.....	57,930	65,261	68,158	73,578	74,767
State Stores Fund.....	21,873	24,162	25,850	25,879	26,223
Other Funds / Restricted...	<u>19,674</u>	<u>24,765</u>	<u>26,090</u>	<u>32,318</u>	<u>30,552</u>
Total .....	\$868,585	\$921,602	\$968,089	\$1,044,659	\$1,162,306

Source: Developed by LB&FC from information provided by the Pennsylvania State Police.

### III. Profile of the Pennsylvania State Police Workforce

---

This section of the report provides a profile of the enlisted and civilian complements of the Pennsylvania State Police workforce as of November 2016.

#### Total Complement

The most recent adjustment to the PSP Trooper complement occurred in 2001, when the cap was increased to 4,310, not including Troopers assigned to the Pennsylvania Turnpike, Delaware River Joint Toll Bridge Commission, Gaming Enforcement, and Liquor Control Enforcement.<sup>1</sup> (See Exhibit 2.) As of November 2016, the State Police had a total combined authorized complement of 6,655 enlisted and civilian positions, an increase of 953 from 2001. As shown on Table 2, the authorized complement included 4,719 enlisted positions (i.e., State Police officers) and 1,936 civilian positions.

Table 2

<b>Pennsylvania State Police Complement</b> (As of November 2016)			
	Number of Positions		
	<u>Authorized</u>	<u>Filled</u>	<u>Vacant</u>
<b>Enlisted (i.e. State Troopers):</b>			
General Complement .....	4,561 <sup>a</sup>	4,110	451
Gaming Enforcement .....	141	128	13
Liquor Control Enforcement .....	<u>17</u>	<u>15</u>	<u>2</u>
Subtotal .....	4,719	4,253 <sup>b</sup>	466
<b>Civilian:</b>			
General Complement .....	1,711	1,643	68
Gaming Enforcement .....	4	4	0
Liquor Control Enforcement .....	<u>221</u>	<u>193</u>	<u>28</u>
Subtotal .....	1,936	1,840	96
<b>Total Salaried Staff.....</b>	<b><u>6,655</u></b>	<b><u>6,093</u></b>	<b><u>562</u></b>

<sup>a</sup> Includes 4,310 authorized positions that constitute the current statutory complement cap, plus 238 Troop T positions.

<sup>b</sup> Includes 3,920 filled positions in Troops A through R and 190 filled positions in Troop T. Does not include the Commissioner and the three Deputy Commissioners.

Source: Developed by LB&FC staff from information obtained from the Pennsylvania State Police.

---

<sup>1</sup> The size of the State Trooper complement at the Turnpike, Delaware River Bridge Commission, Gaming Enforcement, and Liquor Control Enforcement are established through budgetary actions taken by various Commissions or Offices.



Exhibit 2

**Chronology of the Statutory Cap on Pennsylvania State Police Manpower**

<u>Year</u>	<u>Legislation</u>	<u>Enlisted Member Cap Set at:</u>
1905	Act 227 created the Department of State Police. It authorized four companies in the force.	228
1919	Act 179 reorganized the Department of State Police. It authorized five Troops in the force.	415
1921	Act 386 added a school Troop to the force.	421
1935	Act 379 added a Detective Division to the force.	508
1937	Act 455 consolidated the existing State Police and State Highway Patrol into one agency called the Motor Police Force.	1,600
1949	Act 425 now referred to the police force as the Pennsylvania State Police.	1,800
1953	Act 254 increased the cap.	1,900
1955	Act 257 retained the then current cap but excluded Troopers assigned to the Pennsylvania Turnpike from the calculation.	1,900
1961	Act 444 provided for further increases in the cap:	
	FY 1961-62	2,000
	FY 1962-63	2,100
1966	Act 6 of the 1966 Special Session repealed the statutory cap and replaced it with a provision requiring a minimum complement of 2,100 and a maximum complement of 2,350.	2,100 to 2,350
1967	Act 48 repealed the minimum/maximum provisions of Act 1966-6 and replaced it with another series of statutory caps:	
	FY 1967-68	2,650
	FY 1968-69	2,950
	FY 1969-70	3,250
	FY 1970-71	3,550
1971	Act 163 again increased the cap.	3,790
1972	Act 349 repealed Act 1987-68 and established a new cap.	3,940
1991	Act 12 provided for "resident state troopers" who are not counted toward the statutory maximum complement. <sup>a</sup>	3,940
2001	Act 100 again increased the cap.	4,310

<sup>a</sup> Act 1991-12 empowered the State Police Commissioner to "enter into agreements with boroughs and first and second class townships for the furnishing of police protection by one or more resident state troopers." These Officers were assigned to municipalities that did not have an organized police department and that agreed to pay the entire cost of State Police services they receive. This provision expired on December 31, 1992.

Source: Developed by LB&FC staff from an examination of Pennsylvania state statutes.

The enlisted, or Trooper complement, includes 4,310 positions authorized for Troops A through R, and Headquarters staffing. This does not include the 238 State Troopers assigned to the Pennsylvania Turnpike. It also does not include cadets in training at the State Police Academy, the Commissioner, or the three Deputy Commissioners.

The Department's filled complement totaled 6,093 as of November 14, 2016. This included 4,253 filled enlisted positions and 1,840 filled civilian positions. Vacancies in the enlisted complement numbered 466, while unfilled positions in the civilian category totaled 96.

## Position Classifications

### Enlisted Complement

As shown in Table 3 below, the Pennsylvania State Police had 1 Colonel, 3 Lieutenant Colonels, 15 Majors, 35 Captains, 109 Lieutenants, 217 Sergeants, 770 Corporals, and 3,107 Troopers as of November 14, 2016.

Table 3

<b>Pennsylvania State Police Enlisted Complement, by Rank</b>	
(As of November 2016)	
<u>Rank</u>	<u>Number</u>
Colonel.....	1
Lieutenant Colonel.....	3
Major.....	15
Captain.....	35
Lieutenant.....	109
Sergeant.....	217
Corporal.....	770
Trooper.....	<u>3,107</u>
Total.....	4,253

Source: Developed by LB&FC staff from information provided from the Pennsylvania State Police.

### Civilian Complement

The Pennsylvania State Police employs civilians for positions located throughout the Department, not only at the Headquarters, but also at the Troops, the Stations, the Liquor Control Enforcement District Offices, and the Criminal and DNA Laboratories. Civilians are hired in both Civil Service and non-Civil Service positions.

All civilian job titles are designated as being either Civil Service or non-Civil Service. This designation determines the applicable placement procedures for a given classification. The majority of the civilian positions within the State Police are non-Civil Service. These include, but are not limited to: Clerical, Police Communications Operators, Automotive Mechanics, and Groundskeepers. These positions are obtained through the Bureau of State Employment under the Governor's Office of Administration.

Civil Service positions include, but are not limited to: Forensic Scientists, Personnel Analysts, and Information Technology positions. These positions are obtained by interested individuals taking tests administered by the State Civil Service Commission.

Presently, there are over 150 different civilian job classifications at the State Police. However, as shown on Table 4, they can be grouped into 14 major job categories. For instance, under the category of “clerical,” the following positions are included: Clerk Typist, Clerk, Clerical Supervisor, and Clerk Stenographer. A breakout of the nearly 2,000 civilians at the State Police and the various job categories they fill is shown below.

Table 4

---

**Breakout of Major Civilian Job Positions and Staffing Level**  
(As of November 2016)

---

<u>Civilian Job Category</u>	<u>Filled Positions</u>
Clerical Staff.....	333
Police Communications Operators .....	491
Liquor Enforcement Officers .....	145
Motor Carrier Enforcement Officers .....	59
Criminal Laboratory/Fingerprint Staff .....	170
Technology Support Staff .....	154
Administrative Support Staff .....	83
Facilities Maintenance Staff .....	50
Automotive Staff .....	31
Personnel Staff.....	36
Warehouse and Procurement Staff.....	27
Legal Staff .....	132
Academy Staff.....	41
Fiscal Staff .....	17
All Other Staff <sup>a</sup> .....	<u>71</u>
Total Civilian Staff .....	1,840

---

<sup>a</sup> Includes Intelligence Analysts, Management Analysts, Helicopter Mechanics, Lithographic Press Operators, Management Technicians, Gunsmiths, and Division Directors, among others.

Source: Developed by LB&FC staff using information obtained from the Pennsylvania State Police.

---

## IV. The Number and Assignment of State Troopers and Civilian Staff

---

The Pennsylvania State Police organizational structure is based on a military model and is hierarchical in nature. Exhibit 3 shows the organizational chart of the PSP. The Department is headed by a Commissioner who reports directly to the Governor, and three Deputy Commissioners, one each for administration, operations, and staff, that report to the Commissioner.

Fourteen Bureaus, 37 Divisions, and nine Special Offices comprise the Headquarters operation. At the field level, 16 Troops are staffed within four area Commands. A total of 88 Stations are aligned with the 16 Troops; 80 are State Police facilities, and eight are Pennsylvania Turnpike Commission facilities. Laboratory services are provided at seven Department-operated regional laboratories, and training is conducted at the State Police Academy in Hershey and four regional training facilities.

Brief descriptions of each office, bureau, and division may be found in Exhibit 14 in Section V of this report.

### A. Number Assigned to State Police Field Locations

#### Field Structure

The Pennsylvania State Police organizational structure includes four area Commands as shown on Exhibit 4. These are organizational segments, comprised of one or more Troops, which are supervised by an Area Commander, to whom the State Police Commissioner delegates the authority to take independent action on assigned functions. Each Area Command has four Troops. The number of individual stations in the Area Commands ranges from 16 in Area IV to 27 in Area II.

As of November 2016, 3,551 State Troopers and 759 civilian employees were deployed to State Police field installations.

**Area Commands.** Each Area Command is headed by a Major who serves as the Area Commander. While they function as a part of field operations, the Area Commanders are a direct extension of the Commissioner's staff. Under some circumstances, Area Commanders assume an operational role, although their primary mission is one of liaison between field operations and Department Headquarters. The efforts of the Area Commanders are directed toward ensuring that all operations are performed in accordance with Department policy and directives, evaluating the effectiveness of such policy and directives in achieving Department objectives, and recommending changes as necessary. Exhibit 5 shows total enlisted and civilian staffing for each Area Command.

Pennsylvania State Police Organizational Chart

PENNSYLVANIA STATE POLICE

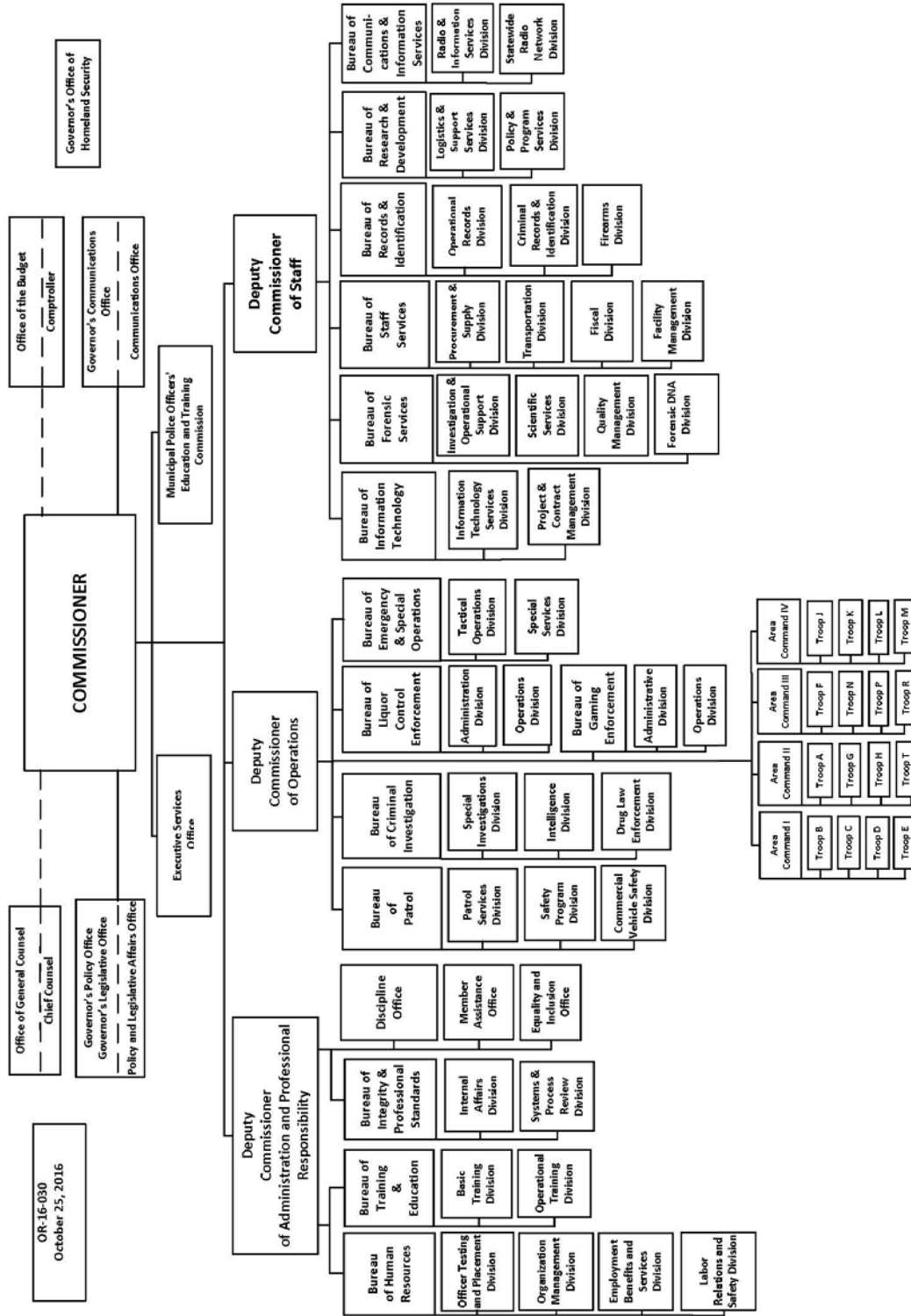
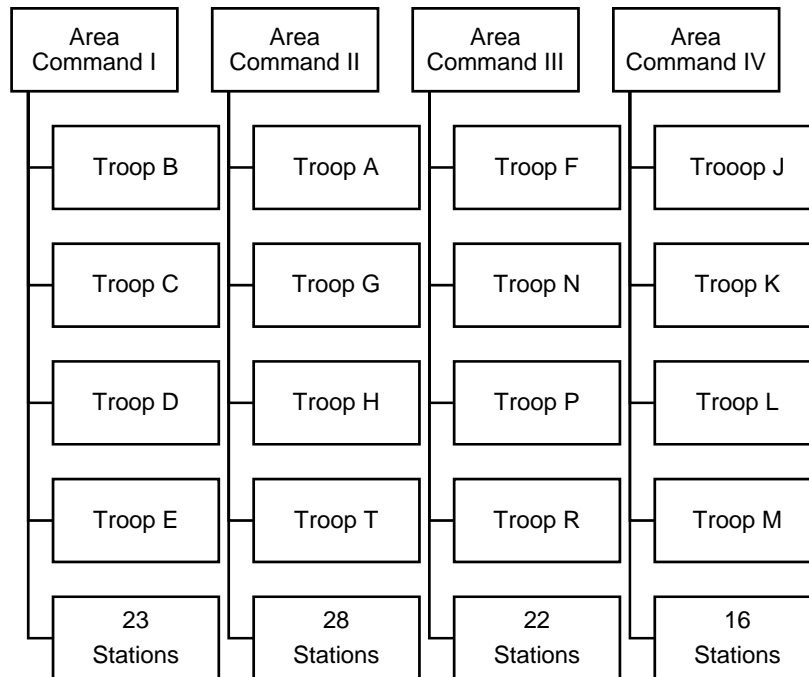


Exhibit 4

**State Police Field Structure**

(As of November 2016)

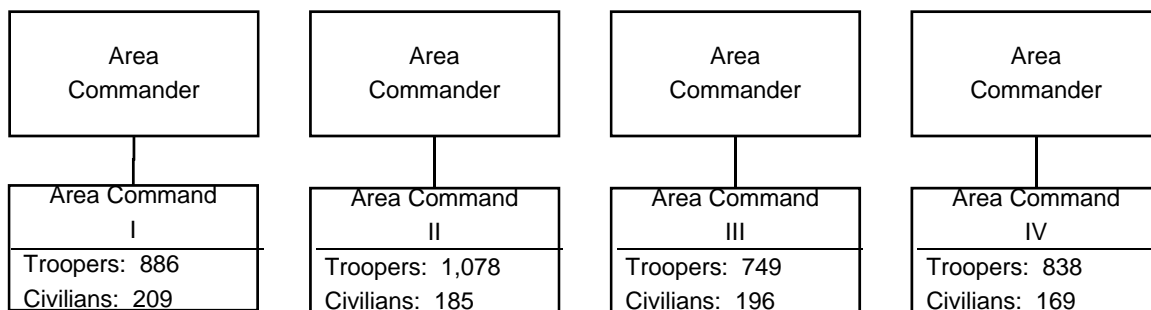


Source: Developed by LB&FC staff using information obtained from the Pennsylvania State Police.

Exhibit 5

**State Police Area Command Staffing**

(As of November 2016)



Source: Developed by LB&FC staff using information provided by the Pennsylvania State Police.

**Troops.** As shown on Exhibit 6, within the four Area Commands are 16 separate Troops. A Troop is an organizational segment of an Area, geographically comprised of Stations, which is supervised by a Troop Commander, to whom commensurate authority is delegated for performing specific functions in a specific geographic

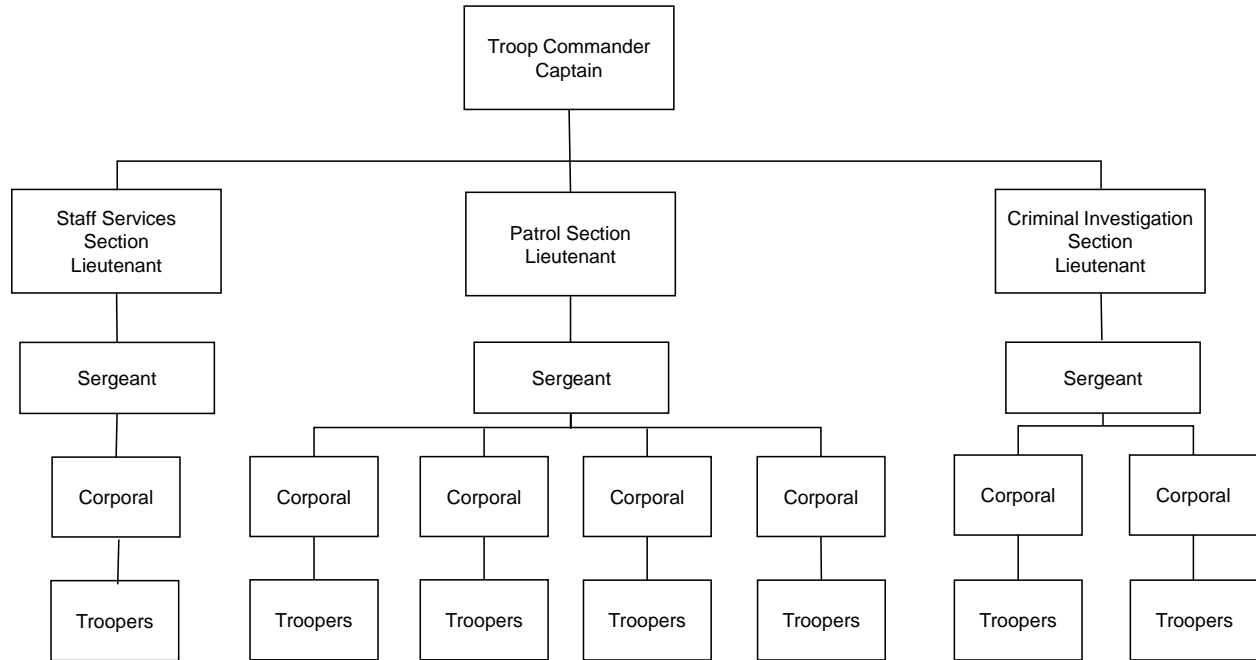
area. As shown on Exhibit 6, each Troop, except Troop T, is comprised of three enlisted sections: Patrol, Criminal Investigation, and Staff Services. Troop T is comprised of two sections: Patrol and Staff Services.

Exhibit 6

---

**Typical Pennsylvania State Police Troop Headquarters Structure**

---




---

Source: Developed by LB&FC staff from Pennsylvania State Police organizational charts and personnel rosters.

---

Troop Commanders hold the rank of Captain and exercise line authority over all personnel and functions within their Troops. Among other specific duties, the Troop Commander is responsible for planning, directing, controlling, and coordinating all Troop operations.

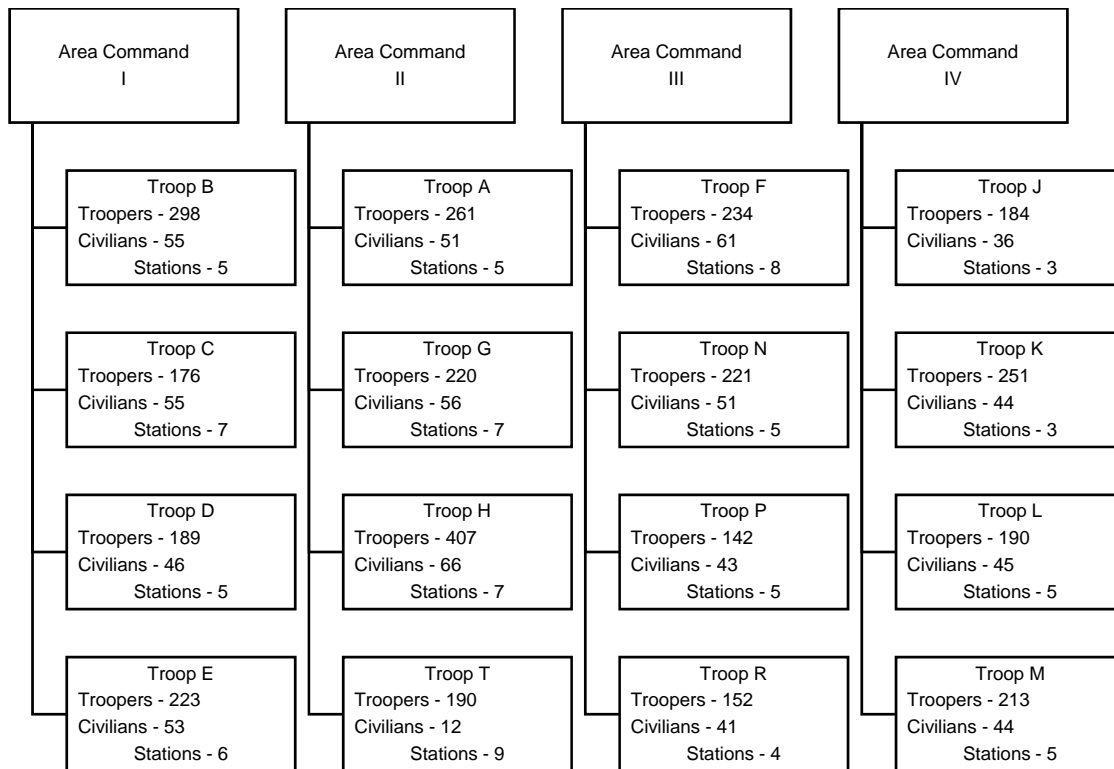
Troop Headquarters function as Stations, but have additional staff. As shown on Exhibit 6, each Troop Headquarters has three Lieutenants who serve as Section Commanders, one each for Staff Services, Patrol, and Criminal Investigation. Sergeants serve as Section Supervisors; and Corporals are assigned as Unit Supervisors. Some State Police Troop Headquarters have more Corporals than are shown on the exhibit. The exact number of supervisory personnel depends on the Department's supervisory span-of-control guidelines. Additional Corporal positions, for instance, may require additional Sergeants in the Patrol Sections (See Appendix B).

In addition to providing the Patrol and Criminal Investigation functions of a Station, a Troop Headquarters is assigned clerical support staff and other personnel with specialized functions. The headquarters support staff includes, for example, Troop Communications Specialists (TCS), Procurement and Supply Specialists (P&S), and grounds, buildings, and vehicle maintenance personnel. While some of these functions are performed by civilians, generally Troopers are assigned to these duties at most locations. The Troop Criminal Investigation Section includes specialized positions, such as the Fire Marshal and the Vice, Intelligence, Auto Theft, and Identification Units. The Patrol Section includes specialties, such as the Truck Weight Detail.

**Stations.** As shown in Exhibit 7, the Pennsylvania State Police operates out of 89 separate Stations within the 16 Troops and 4 Area Commands. A Station is an organizational segment of a Troop, which is supervised by a Station Commander.

Exhibit 7

**State Police Troop Staffing**  
(As of November 2016)



Source: Developed by LB&FC staff using information provided by the Pennsylvania State Police.

Stations are structured like Troop Headquarters with the exception that Stations do not have a complete Staff Services complement. The basic police service provided by a Station is the patrol function. Besides providing traffic enforcement and accident prevention on the highways, Patrol Troopers are dispatched to respond



to almost all incidents, including initial criminal investigations, brought to the attention of the Station’s communications desk. Depending on the nature and severity of the incident, subsequent and follow-up investigations may be assigned to other personnel, such as Criminal Investigators. Major crimes are often investigated by special teams.

## **B. Number Assigned to State Police Headquarters**

### **State Troopers and Civilians Assigned to Headquarters**

The State Police Headquarters staff includes enlisted members and civilian employees assigned to the Commissioner’s Office and 14 separate Bureaus and 9 Special Offices that report to a Deputy Commissioner of Administration, a Deputy Commissioner of Operations, and a Deputy Commissioner of Staff. As of November 2016, a total of 1,783 positions were filled at State Police Headquarters by 702 enlisted members and 1,081 civilian employees.

As Table 5 shows, the largest of the three headquarter’s deputates is the Deputy Commissioner of Operations with 751 employees. More than half work in the Bureau of Liquor Control Enforcement, the Bureau of Gaming Enforcement, and the Bureau of Special Operations.

Table 5

<b>Staffing of State Police Departmental Headquarters</b>				
(As of November 2016)				
	<u>Troopers</u>	<u>Civilian</u>	<u>Total</u>	<u>% of Headquarters Total</u>
Commissioner's Office.....	28	39	67	3.8%
Deputy Commissioner of Administration ..	130	93	223	12.5
Deputy Commissioner of Operations .....	463	288	751	42.2
Deputy Commissioner of Staff.....	<u>81</u>	<u>661</u>	<u>742</u>	<u>41.7</u>
Headquarters Total.....	702 <sup>a</sup>	1,081	1,783	100.0%

<sup>a</sup> Although organizationally assigned to Department Headquarters, more than one-half of these Troopers actually work in close cooperation with field personnel and do not physically work in Department Headquarters.

Source: Developed by LB&FC staff using information obtained from the Pennsylvania State Police.

The largest headquarters contingent of enlisted members is under the Deputy Commissioner of Operations. These State Troopers are assigned primarily to the Bureaus of Gaming Enforcement and Criminal Investigation. Table 6 provides a breakdown of Headquarters staffing, by individual bureau and office.

Table 6

**Staffing of State Police Departmental Headquarters**  
(As of November 2016)

	<u>Troopers</u>	<u>Civilian</u>	<u>Total</u>
<b>Commissioner's Office</b>	1	1	2
Executive Services Office.....	23	1	24
Policy and Legislative Affairs Office .....	3	0	3
Governor's Office of Homeland Security .....	0	7	7
Communications Office .....	1	2	3
Office of Chief Counsel .....	<u>0</u>	<u>28</u>	<u>28</u>
Commissioner's Office Subtotal .....	28	39	67
<b>Deputy Commissioner of Administration</b>	1	1	2
Department Discipline Office.....	3	1	4
Equality and Inclusion Office .....	20	2	22
Member Assistance Office .....	7	1	8
Municipal Police Off. Education and Training Com.....	2	14	16
Bureau of Human Resources .....	0	36	36
Bureau of Training and Education.....	53	36	89
Bureau of Integrity and Professional Standards.....	<u>44</u>	<u>2</u>	<u>46</u>
Deputy Commissioner of Administration Subtotal.....	130	93	223
<b>Deputy Commissioner of Operations</b>	5	1	6
Bureau of Patrol .....	12	20	32
Bureau of Criminal Investigation .....	221 <sup>a</sup>	63	284
Bureau of Liquor Control Enforcement.....	15	193	208
Bureau of Emergency and Special Operations .....	82 <sup>a</sup>	7	89
Bureau of Gaming Enforcement.....	<u>128</u>	<u>4</u>	<u>132</u>
Deputy Commissioner of Operations Subtotal.....	463	288	751
<b>Deputy Commissioner of Staff</b>	1	1	2
Bureau of Research and Development .....	15	15	30
Bureau of Records and Identification Services .....	14	241	255
Bureau of Forensic Services .....	33	174	207
Bureau of Staff Services.....	0	72	72
Bureau of Information Technology .....	0	111	111
Bureau of Communications and Information Services.....	<u>18</u>	<u>47</u>	<u>65</u>
Deputy Commissioner of Staff Subtotal .....	81	661	742
<b>Headquarters Total.....</b>	<u>702<sup>b</sup></u>	<u>1,081</u>	<u>1,783</u>

<sup>a</sup> Includes "detached" positions. The State Police defines a detached position as a position within a Bureau or other organizational segment of the Department that requires a member to perform a specialized law enforcement function at a location other than the Troop where the member is assigned. Members in detached status are not included in the allocation of personnel at their assigned Troop because they perform functions that are essential to the operation of the Bureau or organizational segment to which they are detached. A detachment to a Bureau is not a permanent assignment, rather a member is on loan from their permanent Troop and can be returned to their Troop without violating the provisions of the collective bargaining agreement.

<sup>b</sup> Although organizationally assigned to the Department Headquarters, more than one-half of these Troopers actually work in close cooperation with field personnel and do not physically work in Department Headquarters.

Source: Developed by LB&FC staff using information provided by the Pennsylvania State Police.

The four exhibits below further show the breakdown of Troopers and civilians within different organizational section of the State Police. Exhibit 8 below shows the Commissioner’s Office, and Exhibits 9, 10, and 11 show the three deputates and all divisions and offices within each one.

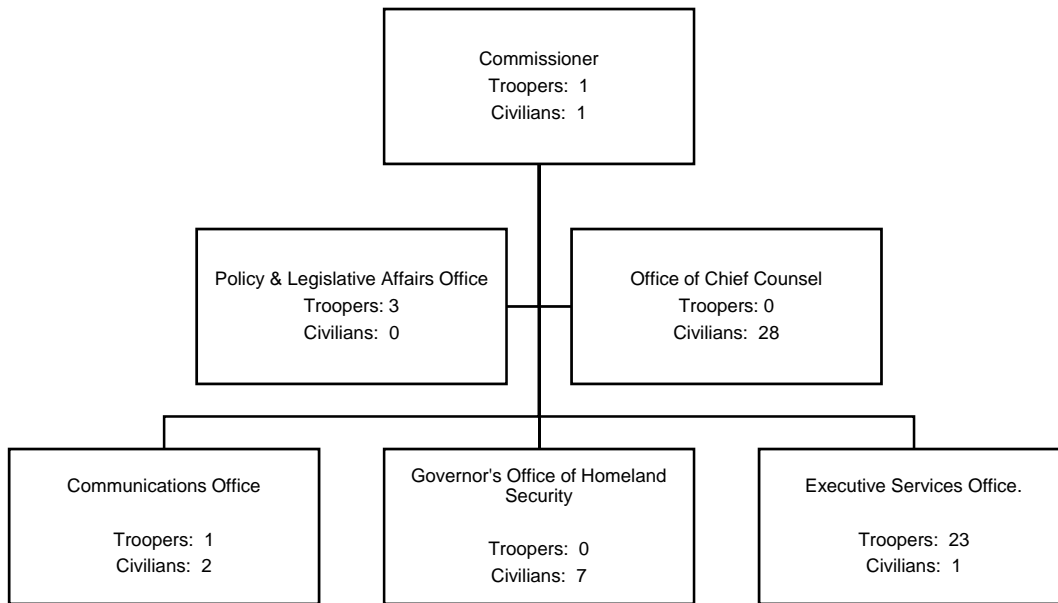
As shown in Exhibit 8 below, 28 Troopers and 39 civilian employees were assigned to the State Police Commissioner’s Office.

Exhibit 8

---

**Staffing of the State Police Commissioner’s Office**  
(As of November 2016)

---




---

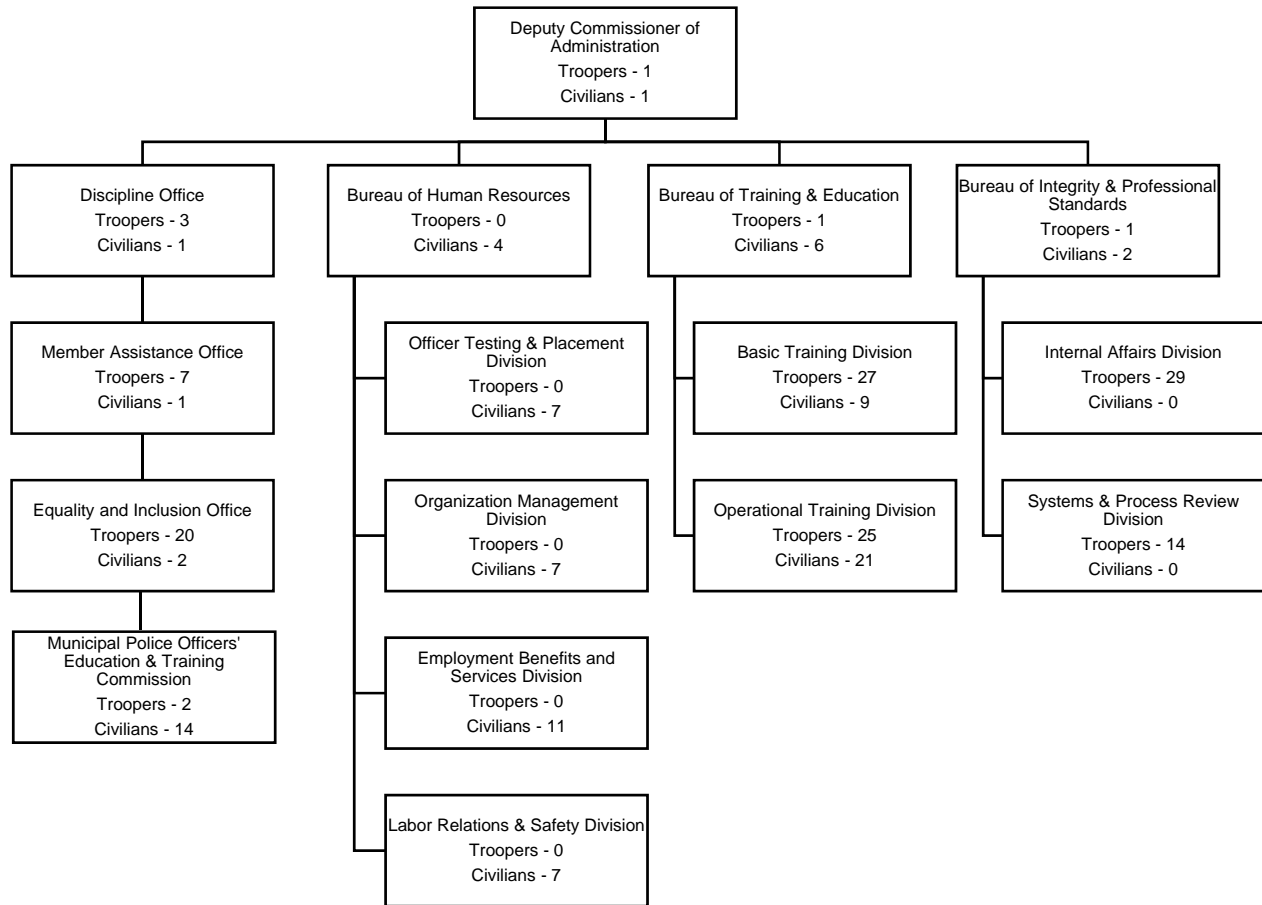
Source: Developed by LB&FC staff with information provided by the Pennsylvania State Police.

---

Exhibit 9 below shows that 130 Troopers and 93 civilians worked within the Office of the Deputy Commissioner of Administration.

Exhibit 9

**State Police Headquarters Staffing: Deputy Commissioner of Administration**  
(As of November 2016)

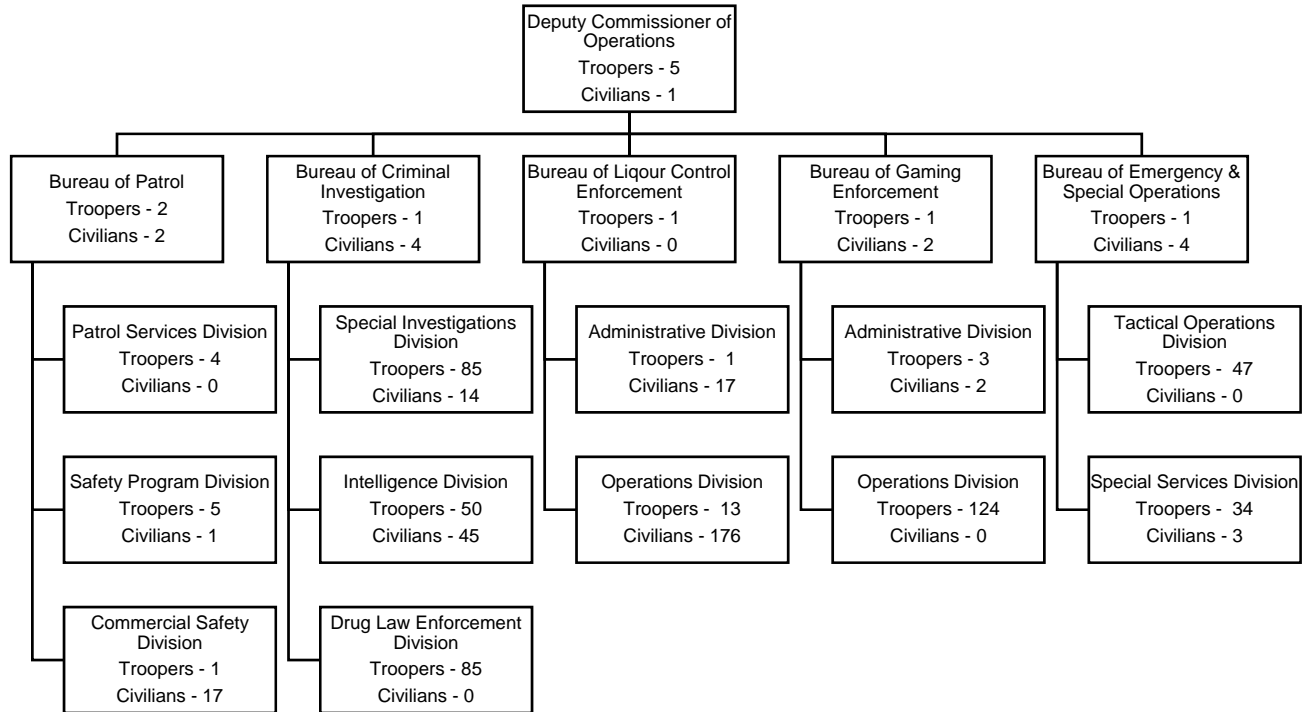


Source: Developed by LB&FC staff with information provided by the Pennsylvania State Police

As shown in Exhibit 10, 463 State Troopers and 288 civilian employees in three bureaus and three offices reported to the Deputy Commissioner of Operations.

Exhibit 10

**State Police Headquarters Staffing: Deputy Commissioner of Operations**  
(As of November 2016)

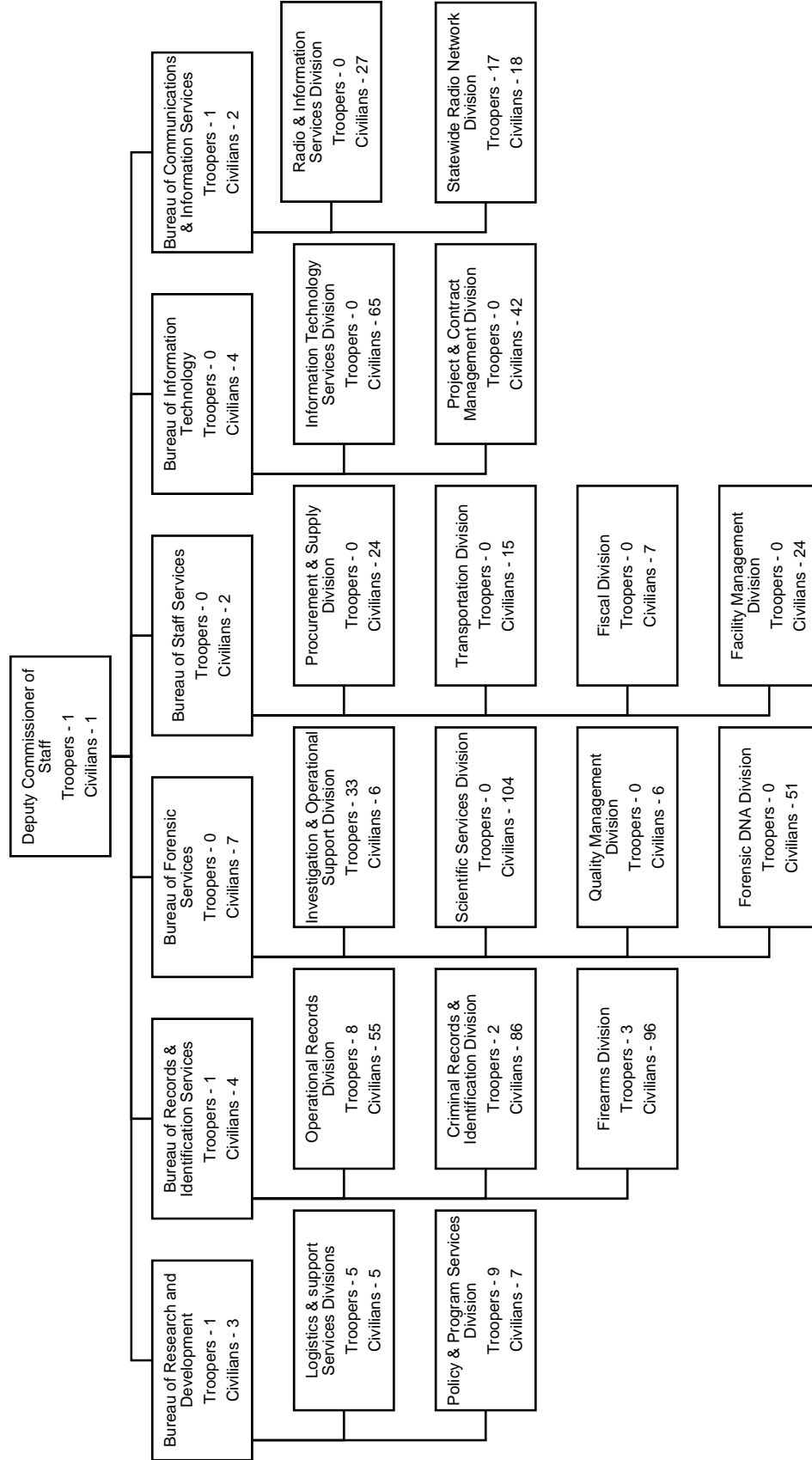


Source: Developed by LB&FC staff using information provided by the Pennsylvania State Police.

The Deputy Commissioner of Staff oversees six bureaus within the State Police, employing 81 State Troopers and 661 civilians (see Exhibit 11).

Exhibit 11

**State Police Headquarters Staffing: Deputy Commissioner of Staff**  
(As of November 2016)



Source: Developed by LB&FC staff with information provided by the Pennsylvania State Police.

## V. Study Findings on State Police Enforcement of Safety on the Highways

---

### A. “Safety on Public Highways and Bridges” Is Not Clearly Defined, and Therefore a Common Usage Definition Must Be Used.

HR 622 directs the LB&FC to examine the appropriate and justifiable level of Motor License Fund support for the State Police under the Constitution of Pennsylvania. Levels of support for the State Police are not specifically designated under the Constitution. Rather, the Pennsylvania Constitution Art. VIII, Sec. 11(a) states:

All proceeds<sup>1</sup> from gasoline and other motor fuel excise taxes, motor vehicle registration fees and license taxes, operators’ license fees and other excise taxes imposed on products used in motor transportation shall be appropriated by the General Assembly to agencies of the State or political subdivisions thereof; and used solely for construction, reconstruction, maintenance and repair of and *safety on public highways and bridges* [emphasis added] and costs and expenses incident thereto, and for the payment of obligations incurred for such purposes, and shall not be diverted by transfer or otherwise to any other purpose....<sup>2</sup>

The language of 11(a) is a constitutional restriction on the use of gas tax-type state revenues. This has also been done in 29 other states. The gas tax as a source of state revenue dates to 1919 when Oregon first enacted such a provision, and within ten years all other states had enacted one as well. According to the Brookings Institution Series on Transportation Reform, “the specific impetus behind the state gas tax was to finance the nation’s growing roadway system and to alleviate the burden on other funding mechanisms, such as bond issuance and property taxation.” Moreover, “originally conceiving the gas tax as a user fee, many state legislatures continue to employ legal means to link gas tax receipts with highway

---

<sup>1</sup> After providing therefrom for (a) cost of administration and collection, (b) payment of obligations incurred in the construction and reconstruction of public highways and bridges.

<sup>2</sup> Except that loans may be made by the State from the proceeds of such taxes and fees for a single period not exceeding eight months, but no such loan shall be made within the period of one year from any preceding loan, and every loan made in any fiscal year shall be repayable within one month after the beginning of the next fiscal year.

expenditures. Thirty states ‘ earmark’ gas tax revenues for highway or roadway projects only.”<sup>3</sup>

Under the constitutional limit, MLF appropriations are to be “solely” for three purposes:

- construction, reconstruction, maintenance and repair of public highways and bridges;
- safety on public highways and bridges; and,
- costs and expenses incident thereto.

Since none of the “sole use” terms of restriction are defined by either by Section 11(a) or elsewhere in the Constitution, they are to be read in the popular sense and as understood by the people who adopted it. Goodwin v. Allegheny County, 182 Pa. Super. 28, 125 A.2d 640 (Pa. Super. Ct. 1956). Turning to the plain language of the text, we define the term as: the cost of patrolling public highways, roads, streets, and bridges; responding to traffic incidents; enforcing the Vehicle Code; and related overhead costs. (See Exhibit 12 for examples of “highway safety.”)

To ensure MLF monies are being used “solely for” the three permitted uses, the Legislature should know and be aware of the amount the PSP spends for safety on highways and bridges (also referred to as highway safety). The PSP, however, does not report this information to the General Assembly. As a consequence, the General Assembly has had to make appropriations from the MLF without having a sound basis upon which to assess the proper amount of the appropriation.<sup>4</sup>

---

<sup>3</sup>*Fueling Transportation Finance: A Primer on the Gas Tax*, The Brookings Institution Center on Urban and Metropolitan Policy, March 2003. According to The Brookings Institution, these state stipulations fall under one of three typical arrangements:

- Explicit constitutional restriction dedicating all gas tax receipts to public roadway development, administration, and maintenance.” In 2003, 22 states had such explicit constitutional restrictions, including Pennsylvania.
- Eight states in 2003 had statutory (but not constitutional) provisions dedicating gas tax revenues to highway purposes.
- The remaining 20 states in 2003 generally allowed for a broader, more flexible distribution of gas tax revenues.

Pennsylvania, as noted above, falls under the first—most restrictive—type of arrangement for the restriction of the use of gas taxes (and other motor vehicle taxes) with its constitutional restriction under Section 11(a) of Article VIII of the state Constitution.

<sup>4</sup> A Vermont Attorney General Opinion addressed a similar issue concerning the use of Vermont’s motor license fund. Some conclusions regarding a similar (although not exact) limitation in that state were:

- Study ideally requires state police officer activity data recorded by time and function.
- The vagueness of the concept “traffic law enforcement” and the lack of reliable activity data introduced substantial uncertainty into the analysis (to be able to accurately determine a valid funding ratio.)
- Safety interests of transportation system users has three distinct components: (1) enforcement of the rules of the road and other vehicle operating laws, (2) emergency response to accidents and other events that disrupt traffic or create a risk of injury or damage to property, and (3) aid to people stranded by a vehicle breakdown.
- Reliable data from the state police would help give clarity to the gray areas. There is clearly traffic duty, clearly criminal enforcement, but then there is the gray, overlapping area that cannot be understood without reliable data.



Exhibit 12

**Areas in Which the Concept of “Highway Safety” Is Used in Pennsylvania Law**

PA Source	“Highway Safety” Reference
<p>Federal Highway Safety Act (23 U.S.C. §402)</p>	<p>The federal Highway Safety Act requires “Each State shall have a highway safety program approved by the Secretary, designed to <u>reduce traffic accidents and deaths, injuries, and property damage resulting therefrom.</u> Uniform guidelines under the federal Highway Safety Act are to address programs that seek (1) <u>to reduce injuries and deaths</u> resulting from motor vehicles being driven in excess of posted <i>speed limits</i>, (2) <u>to encourage the proper use of occupant protection devices</u> (including the use of safety belts and child restraint systems) by occupants of motor vehicles, (3) <u>to reduce deaths and injuries</u> resulting from persons <i>driving motor vehicles while impaired</i> by alcohol or a controlled substance, (4) <u>to prevent accidents and reduce deaths and injuries</u> resulting from <i>accidents involving motor vehicles and motorcycles</i>, (5) <u>to reduce injuries and deaths</u> resulting from <i>accidents involving school buses</i>, and (6) <u>to reduce accidents</u> resulting from <i>unsafe driving behavior</i> (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles) (7) <u>to improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures.</u> Performance measures for traffic safety improvement under the federal Highway Safety Act and Pennsylvania’s plan include:</p> <ul style="list-style-type: none"> <li>• Traffic fatalities</li> <li>• Number of major injuries</li> <li>• Unrestrained fatalities</li> <li>• Teen driver fatalities</li> <li>• Alcohol-impaired fatalities</li> <li>• Speeding related fatalities</li> <li>• Motorcycle fatalities</li> <li>• Unhelmeted motorcycle fatalities</li> <li>• Pedestrian fatalities</li> <li>• Seat belt usage</li> <li>• Fatalities per vehicle miles of travel</li> <li>• Speeding citations</li> <li>• Seat belt citations</li> <li>• DUI arrests</li> </ul>
<p>75 Pa.C.S. §6105.1; 67 Pa. Code §214.2</p>	<p><i>Highway safety corridor</i>—The portion of a highway determined by a traffic study to be targeted for the application of signs, increased levels of enforcement and increased penalties specifically for the purpose of <u>eliminating or reducing unsafe driver behaviors that are known to result in crashes and fatalities.</u></p>
<p>75 Pa.C.S. §1549; 67 Pa. Code Ch. 94</p>	<p><i>Alcohol Highway Safety School</i>—A structured educational program with a standardized curriculum to teach DUI offenders about the problems of alcohol and drug use and driving, attendance at which is mandatory for all convicted DUI first and second offenders and for every person placed on ARD or other preliminary disposition as a result of an arrest for violation of 75 Pa.C.S. §3802 (relating to driving under influence of alcohol or controlled substance). One objective of the required curriculum is to teach the offender <u>“The relationship of the use of alcohol or controlled substances, or both, to highway safety.”</u></p>

## Exhibit 12 (Continued)

PA Source	“Highway Safety” Reference
75 Pa.C.S. §3753	Highway safety statistics.--The department (PADOT) may compile such other statistics for such purposes as it might deem helpful in advancing highway safety. (Under statutory section allowing for the Department to compile, tabulate and analyze <u>accident reports.</u> )
75 Pa.C.S. §1508	The traffic laws examination (as part of the driver’s license application approval) shall contain at least one question relating to the driver’s ability to understand the <u>effects of alcohol and drug use on highway safety</u> or the provisions of section 1547 (relating to chemical testing to determine amount of alcohol or controlled substance). The driver’s manual shall include a section relating to the effects of alcohol and drug use on highway safety, along with the related penalties.
71 P.S. §613.1	<p>The Department of Drug and Alcohol Programs in its enabling legislation was given, as part of many other responsibilities, the authority of: Coordination of all health and rehabilitation efforts to deal with the problem of drug and alcohol abuse and dependence, including, but not limited to, those relating to vocational rehabilitation, manpower development and training, senior citizens, law enforcement assistance, parole and probation systems, jails and prisons, health research facilities, mental retardation facilities and community mental health centers, juvenile delinquency, health professions, educational assistance, hospital and medical facilities, social security, community health services, education professions development, higher education, Commonwealth employees health benefits, economic opportunity, comprehensive health planning, elementary and secondary education, highway safety and the civil service laws.</p> <p>DDAP’s annual report states the following:</p> <ul style="list-style-type: none"> <li>• Highway safety issues are being addressed through the Division’s quarterly participation on the statewide Multi Agency Safety Team (MAST), which is tasked with the development and implementation of the Comprehensive Strategic Highway Safety Improvement Plan. In addition to other highway safety issues, this group focuses on <u>underage drinking and driving</u>. The Department provided the following data collected in PBPS to the MAST for their annual report: number of people receiving alcohol related education, and the results from the annual youth and adult National Outcome Measure surveys administered to those receiving prevention services for the question – During the past 12 months, have you driven a vehicle while you were under the influence of alcohol only?</li> <li>• Best practices identified by DDAP include “Continue to work on statewide multi agency safety team to implement comprehensive strategic highway safety improvement plan, <u>through enforcement of statutory treatment requirements in Pennsylvania’s DUI law</u>” as part of the overall goal of “Addressing substance abuse special populations affected by demographic.”</li> </ul>
E.O 1987-10; 4 Pa. Code §§5.1-5.3	Executive Order 1987-10 <del>which</del> creates the Governor’s Traffic Safety Council (later embodied in the Pa. Code). The need for the council was premised on ideas, such as “there is a need to review highway safety problems of the Commonwealth and to present advice necessary <u>to improve safety on our highways and reduce the frequency and severity of highway accidents.</u> ” And “ <u>death, injury, and property damage losses associated with highway accidents</u> in Pennsylvania create economic loss approaching two billion dollars annually.”

Source: Compiled by LB&FC staff from Pennsylvania laws and regulations.

## **B. Less Than 50 Percent of the Total Trooper Complement Is Available for Patrol Duty.**

The Pennsylvania State Police's core mission encompasses traffic supervision and patrol, criminal law enforcement, crime prevention, emergency assistance, liquor control enforcement, gaming control enforcement, and numerous administrative and other functions. As a full-service law enforcement agency, the State Police must deal with ever increasing mandates, growing service demands, new technologies, and law enforcement specialties. These factors place significant demands on the Department's Trooper force and draw personnel to many duties and functions other than the basic patrol function.

As of November 2016, the State Police had 4,253 filled enlisted positions (see organizational unit detail in Section IV). Of this number, 3,361 were deployed to the field, Troops A through R, another 190 were assigned to Troop T, and 702 were assigned to Headquarters.

We found that 2,053, or 48 percent of all filled State Trooper positions, are in a Patrol Unit as of November 2016. (See Table 7.) State Troopers assigned to "other functions," which amounted to 2,200, include Troop and Station Commanders; Criminal Section and Staff Services Section Commanders, Supervisors, and Members; all other Patrol Section staff; and Department Headquarters.

Over the past five years, the number of Troopers assigned to patrol in the County Troops has increased by 41 officers, or 2.2 percent. During this period, nine of 16 Troops experienced gains in Patrol Trooper strength while six had the number of Patrol Troopers decline. We also compared the number of Troopers on the State Police patrol complement in 2016 to 1996 and 2001. We found that there were 27 and 74 additional Troopers assigned to conduct patrol in 2016 than there were in 1996 and 2001 respectively. The increase is 1.3 percent and 3.7 percent respectively.

Table 7

---

**Number of Troopers Assigned to Patrol Duty in 2011 and 2016**  
(By Troop)

---

Troop	Number of Troopers Assigned to Patrol Duties <sup>a</sup>		% 2016 Increase/ Decrease Over 1996
	2011	2016	
A .....	145	151	4.1%
B .....	166	170	2.4
C .....	103	103	0.0
D .....	121	106	-12.4
E .....	126	130	3.2
F.....	138	132	-4.3
G.....	129	122	-5.4
H .....	232	246	6.0
J.....	109	99	-9.2
K .....	128	154	20.3
L.....	94	105	11.7
M.....	127	128	0.8
N .....	108	129	19.4
P .....	74	65	-12.2
R .....	75	76	1.3
T.....	<u>187</u>	<u>137</u>	-12.7
Total.....	2,032	2,053	1.0%

<sup>a</sup> As of September 13, 2011, and November 14, 2016.

Source: Developed by LB&FC staff using information obtained from the Pennsylvania State Police.

---

### **C. On Average, Nearly Half of a State Patrol Trooper's Time Is "Obligated," Thereby Limiting Proactive Patrol Work.**

When assessing the availability of patrol resources, it is also necessary to consider the factor of "obligated" versus "unobligated" time in the Patrol Troopers' schedules.

#### **Obligated and Unobligated Time Defined**

Stated simply, "obligated time" is time not spent on active patrol duty. All time Patrol Troopers spend performing activities that take them away from preventive or proactive patrol work is classified as "obligated time" (e.g., time spent responding to incidents, doing reports and paperwork, and appearing in court). As defined and calculated by the State Police, it includes time spent on incidents as reported on the stations' Automated Incident Memo System. On this report, almost all of the incidents that a Trooper must respond to are recorded along with the State Police's estimate of the average time it takes to: (1) respond to the incident,

including driving time; (2) spend on the scene; and (3) complete the necessary paperwork to document the incident.<sup>5</sup>

The Department established these time estimates in 1992 based on nine months of actual incident times recorded from all the Stations. From these actual times, averages were developed for each incident. These time estimates are adjusted every two to three years.

Citations and warnings, including those related to traffic and highway safety, also count toward obligated time. Citations have a time factor of eight minutes and written warnings have a time factor of five minutes. Finally, the time spent in training, at court appearances, and on desk duty are gathered as they are also considered obligated time.

As such, obligated time is comprised of three factors: (1) response time to an incident, time on the scene, and time completing the necessary paperwork to document the incident; (2) time spent on citations and warnings; and (3) time on leave, in training, in court, and on desk duty. Because all of these activities have a given time value, these times are added together to arrive at the amount known as the Trooper's obligated time.

Conversely, the Trooper's time remaining after calculating obligated time is considered "unobligated time." This uncommitted time is available for proactive patrol activities (i.e., those designed to prevent violations by generating the appearance of State Police omnipresence and by the immediate apprehension of offenders). An added benefit of proactive patrol is the availability to respond immediately to calls for service.

## **Calculation of Obligated and Unobligated Time**

Obligated and unobligated time are calculated as a percentage of a police officer's total work time. In the case of the Pennsylvania State Police, these times are calculated specifically for those Troopers assigned to the Patrol Units at the 80 State Police Stations in Troops A-R. Obligated time is the basic measure upon which the Department's State Trooper Allocation Formula (STAF) operates.

In calculating the total amount of "obligated time," the State Police uses four factors: (1) the number of incidents responded to (as reported on the Automated Incident Memo System); (2) the number of hours spent at court appearances (as reported on the Daily Report of Activities), in training (also as reported on the Daily

---

<sup>5</sup> For example, the incident of aggravated assault has been assigned a total time of 465 minutes – 12.5 minutes to respond to the incident, 107 minutes at the scene of the incident, and 227 minutes to complete the necessary paperwork to document the incident.

Report of Activities), at the communications desk, issuing traffic citations and warnings (as reported in the Statistical Information Report System); (3) the amount of leave that was used (SAP System); and (4) “special considerations,” which take into account conditions such as large geographical areas, unusual terrain, and minimum staffing requirements. The total of all four factors is referred to as “obligated time.”

The State Police must also make a determination of the total time available for Patrol Troopers to perform their patrol duties. In order to determine total time available, the average number of days worked per year for a Trooper is calculated. This calculation begins with 365 days in a year and subtracts the days the average Trooper is not available for patrol functions. As shown on Table 8 below, the State Police calculates that each Patrol Trooper is available for patrol duty, on average, 221 days per year.

Table 8

---

**State Trooper Availability for Duty**  
(Days Per Year)

---

On average, each Pennsylvania State Trooper is available for patrol duty 221 days per year.

Calculated as follows:

	<u>Days Per Year</u>
Days off per pay period = 4 x 26 pay periods/year .....	104
Annual days .....	15
Average sick days taken per year = 3.5 (rounded up to 4) .....	4
Holidays .....	12
Personal days .....	4
Training days .....	<u>5</u>
Total .....	144

365 days – 144 days = 221 days available for patrol duty.

Source: Pennsylvania State Police Trooper Allocation Formula.

---

After calculating the average number of days a Patrol Trooper is available for patrol duties, the State Police estimates how much time in a typical day a Patrol Trooper has for patrol duties. This is based on an eight-hour day/40-hour week. The State Police calculates that a Patrol Trooper has 6.5 hours a day available for patrol responsibilities. The average Trooper spends the other 1.5 hours on non-patrol support functions as follows: lunch (30 minutes), roll call (15 minutes), vehicle inspection (15 minutes), post operation vehicle service (15 minutes), and station duties (15 minutes). Table 9 shows how the State Police calculates time available for patrol duties in a typical day of a Patrol Trooper.

Table 9

---

**Calculating Total Time Available in a State Trooper’s Workday**

---

On average, each Pennsylvania State Trooper is available for patrol duty 6.5 hours per day.

Calculated as follows:

	<u>Time Per Day</u>
Lunch .....	30 Minutes
Roll Call .....	15 Minutes
Post Operation Vehicle Service .....	15 Minutes
Station Duties .....	15 Minutes
Vehicle Inspection.....	<u>15 Minutes</u>
Total.....	1.5 Hours

8 hours – 1.5 hours = 6.5 hours available for patrol duty.

Source: Pennsylvania State Police Trooper Allocation Formula.

---

Once the obligated time and the total time available for each Patrol Trooper is known, the obligated time percentage rate is calculated for each Trooper. This is done by dividing the Trooper’s obligated time by his/her total time available for patrol duty. Upon calculating the obligated time percentage rate for each Patrol Trooper at the Station, the Station’s obligated time percentage rate can be calculated.

To determine a Station’s obligated time percentage rate, the individual Patrol Trooper’s obligated time percentage rates are averaged together to determine the Department’s obligated time percentage rate, the 88 Stations’ rates are averaged together.

The obligated time percentage rates calculated for each Station as of November 2016, are shown on Table 10. As this table shows, the statewide average obligated time percentage rate was 49 percent. Individual Stations ranged from a low of 28 percent at Emporium, Troop F, to a high of 61 percent in Trevoise, Troop M.<sup>6</sup> Overall, the Stations’ obligated time percentage rates fell into the groupings listed on the note to Table 10.

---

<sup>6</sup> It should be noted that these percentages are a significant improvement over past years. For example, in 2001, the statewide average for obligated time was 64 percent; the low was 40 percent; and the high was 87 percent.

Table 10

**Obligated Time Percentage Rates for State Troopers, by Station**  
(As of November 14, 2016)

<u>Station</u>	<u>Rate</u>	<u>Station</u>	<u>Rate</u>	<u>Station</u>	<u>Rate</u>
<i>Troop A:</i>		<i>Troop F:</i>		<i>Troop L:</i>	
Greensburg	53%	Montoursville	50%	Reading	48%
Ebensburg	51%	Coudersport	43%	Jonestown	50%
Indiana	53%	Emporium	28%	Frackville	49%
Kiski Valley	50%	Lamar	47%	Hamburg	51%
Somerset	51%	Mansfield	45%	Schuylkill Haven	51%
<i>Troop B:</i>				<i>Troop M:</i>	
Washington	51%	Milton	52%	Bethlehem	47%
Belle Vernon	50%	Selinsgrove	50%	Dublin	49%
Pittsburgh	49%	Stonington	44%	Treose	61%
Uniontown	53%	<i>Troop G:</i>		Fogelsville	48%
Waynesburg	45%	Hollidaysburg	50%	Belfast	55%
<i>Troop C:</i>				<i>Troop N:</i>	
Punxsutawney	47%	Bedford	50%	Hazleton	52%
Clarion	49%	Huntingdon	44%	Bloomsburg	44%
Clearfield	52%	Lewistown	53%	Fern Ridge	48%
DuBois	50%	McConnellsburg	44%	Lehighton	54%
Kane	49%	Rockview	51%	Swiftwater	56%
Ridgway	46%	Philipsburg	47%	<i>Troop P:</i>	
Marienville	43%	<i>Troop H:</i>		Wyoming	47%
<i>Troop D:</i>				LaPorte	37%
Butler	53%	Harrisburg	47%	Shickshinny	46%
Kittanning	50%	Carlisle	47%	Towanda	55%
Mercer	56%	Chambersburg	47%	Tunkhannock	47%
Beaver	45%	Lykens	47%	<i>Troop R:</i>	
New Castle	49%	Newport	48%	Dunmore	48%
<i>Troop E:</i>		<i>Troop J:</i>		Honesdale	49%
Erie	55%	Lancaster	51%	Blooming Grove	51%
Corry	47%	Avondale	47%	Gibson	55%
Franklin	48%	Embreeville	48%	<i>Troop K:</i>	
Girard	45%	<i>Troop K:</i>		Statewide Average	49%
Meadville	50%	Philadelphia	49%		
Warren	48%	Media	48%		
		Skippack	51%		

Note:

<u>Obligated Time Percentage Rate</u>	<u># of Stations</u>
52 Percent or Higher	16
50 - 51 Percent	19
49 Percent	10
47 - 48 Percent	21
Less Than 47 Percent	14

Source: Developed by LB&amp;FC staff using information provided by the Pennsylvania State Police.



## Obligated/Unobligated Time Standards

Just as there are no universally accepted methods or special formulas by which the manpower needs can be determined for a law enforcement agency, no standards exist to define the optimal obligated and unobligated percentage rates. However, as a general rule, many law enforcement officials agree that Patrol Troopers should spend at least one-half of each shift on proactive patrol duties.

## Proactive Versus Reactive Patrol

In order to maintain a proactive patrol presence, Patrol Troopers are to:

- perform traffic enforcement by observing and monitoring traffic using radar, moving patrol, and other means, and by stopping violators;
- keep the peace and security by maintaining police presence on the highways and in the community; and
- become familiar with the areas of patrol and acquainted with the people in those areas, and promote communications and trust between the police and the citizenry.

Therefore, patrolling the Commonwealth's roadways and operating various patrol programs are considered "proactive" duty. "Reactive" duties are defined as responding to incidents and performing administrative and clerical tasks.

During this study, we have found that the State Police is increasingly moving toward operations in a proactive mode. While in 2001 State Police Patrol Troopers only spent 36 percent of their time on proactive patrol, we found in our review that Patrol Troopers have increased their proactive patrol by 15 percent to 51 percent.

### **D. The State Trooper Allocation Formula Attempts to Equalize the Distribution of Patrol Troopers, and Thereby Equalize the Patrol Function Throughout the Commonwealth.**

The Pennsylvania State Police has developed special formulas to allocate available Troopers to patrol and criminal investigation duties. This practice is consistent with the Commission on Accreditation for Law Enforcement Agencies (CALEA) accreditation standards for the allocation and distribution of personnel by law enforcement agencies.<sup>7</sup>

---

<sup>7</sup> See Appendix C for a summary of accreditation reviews of the Pennsylvania State Police conducted by the Commission on Accreditation for Law Enforcement Agencies (CALEA).

As discussed in other sections of this report, the size of the State Police force has historically been subject to legislative mandate. The State Police Commissioner, with the Governor's approval, then "distributes the force throughout the Commonwealth as is most efficient to preserve the peace, prevent and detect crime, and police the highways."

The assignment of State Troopers for positions at Headquarters, as well as certain field positions, such as Staff Services, Vice, Polygraph, Auto Theft, and Truck Weight Detail is determined by the Commissioner. Enlisted members assigned to these positions are not available for Patrol or Criminal Investigation functions.

Once Headquarters enlisted personnel and field overhead and specialty positions are assigned, the Department's Bureau of Research and Development applies two formulas to determine the number of Troopers that will be allocated to each Station for the Patrol Unit and the Criminal Investigation Unit. The total number of Troopers available to conduct patrol and criminal investigation work are viewed as one group for allocation purposes. Thus, the two allocation formulas, one for the allocation of Patrol Troopers and the other for the allocation of Criminal Investigators, are run in tandem. The formula method used to allocate Patrol Troopers, the State Trooper Allocation Formula (STAF), is presented below.

## **Origin and Purpose of the State Trooper Allocation Formula**

The patrol function is of central importance to police administrators, and its contributions to the agency mission, its visibility in the public eye, and its budget share of the agency's resources require that decisions on patrol planning and deployment be grounded on accurate information and careful analysis. The patrol staffing allocation formula currently used by the State Police was initiated in the fall of 1992, to replace Fixed Troop and Station Complement Tables devised in the early 1970s. With workloads steadily increasing since 1972, the State Police believed the time had come to revise the Trooper allocation process. At about the same time, the Department was seeking accreditation from CALEA. This organization's standards require that the delineation of staffing be determined from empirical factors. The following provides an overview of the evolution of the State Trooper Allocation Formula and an explanation of how it operates.

The current staffing allocation formula has its roots in what were referred to as Fixed Troop and Station Complement Tables of the 1960s and early 1970s. At that time, the State Police Commissioner worked in conjunction with the Bureau of Research and Development to develop allocation tables based upon his assessment of the staffing needs of each Station.

Based on the Commissioner's allocations, the Bureau of Research and Development prepared tables that showed, for each Troop, the current complement, the number of vacancies, and the number of detached Troopers. These tables were also used to distribute Cadets to the Troops. This process was relatively rigid and was not based upon standard allocation criteria. Regular reviews did not occur, and several changes could be made in one year, or several years could pass before any changes were made.

The State Police next established geographic areas called patrol zones for purposes of Trooper deployment and patrol scheduling. Patrol zones are set up on either an area or a line zone basis. Area zones are based on some geographic feature or road network. Line zones are sections of an interstate or a limited access four-lane highway. As a basis for calculation, the Department established a theoretical objective of one Patrol Trooper per patrol zone, 24 hours a day.

Since the early 1970s, the overall workload for the Department has increased dramatically, and the Department's authorized strength and complement have struggled to keep pace. Non-patrol police functions that must be staffed made it impossible for the State Police to meet the goal of one Trooper per patrol zone.<sup>8</sup> Furthermore, the patrol zone concept did not have the flexibility of keeping up with the changing workloads within each Station. As a result, the patrol zone concept was no longer acceptable as a means for allocating Patrol Troopers, and in 1992, the State Police implemented a new manpower allocation strategy.

The State Police subsequently pursued a patrol staffing strategy with a number of goals in mind. In the agency's view, an effective staffing methodology would allow the State Police to equalize workload, react quickly to changing needs and conditions, and manage Trooper specialty assignments. In 1992, the State Police developed and implemented the State Trooper Allocation Formula (STAF).

STAF applies only to Patrol Troopers at Troops A-R which, as described earlier, numbered 1,916 as of November 2016. Field specialty positions, such as Vehicle Fraud Investigator, Weight Detail Member, Accident Reconstruction Specialist, and Warrants/Orders of Revocation Member, are not included.

---

<sup>8</sup> At one time, the Bureau of Research and Development calculated that approximately 1,700 additional Patrol Troopers would be needed in order for the Department to meet the goal of one Trooper per patrol zone, 24 hours a day. This did not take into account the additional supervision that would be needed. This calculation was based on 513 county patrol zones and 62 line zones with day and afternoon shifts staffed with one Trooper and the midnight shift staffed with two Troopers for a total of 16,100 shifts needed. That equates to a need for 3,659 Troopers. With 2,007 Troopers on staff at that time, that resulted in a need for 1,652 additional Troopers.

The general Guidelines for patrol specialty staffing are:

<u>Specialty</u>	<u># of Troopers Required</u>
Weight Detail .....	1 or 2 per Troop
Vehicle Fraud Investigator .....	Varies per Troop
Accident Reconstruction .....	2 per Troop
Warrants/Orders .....	Varies per Troop

### **Application of the STAF Formula**

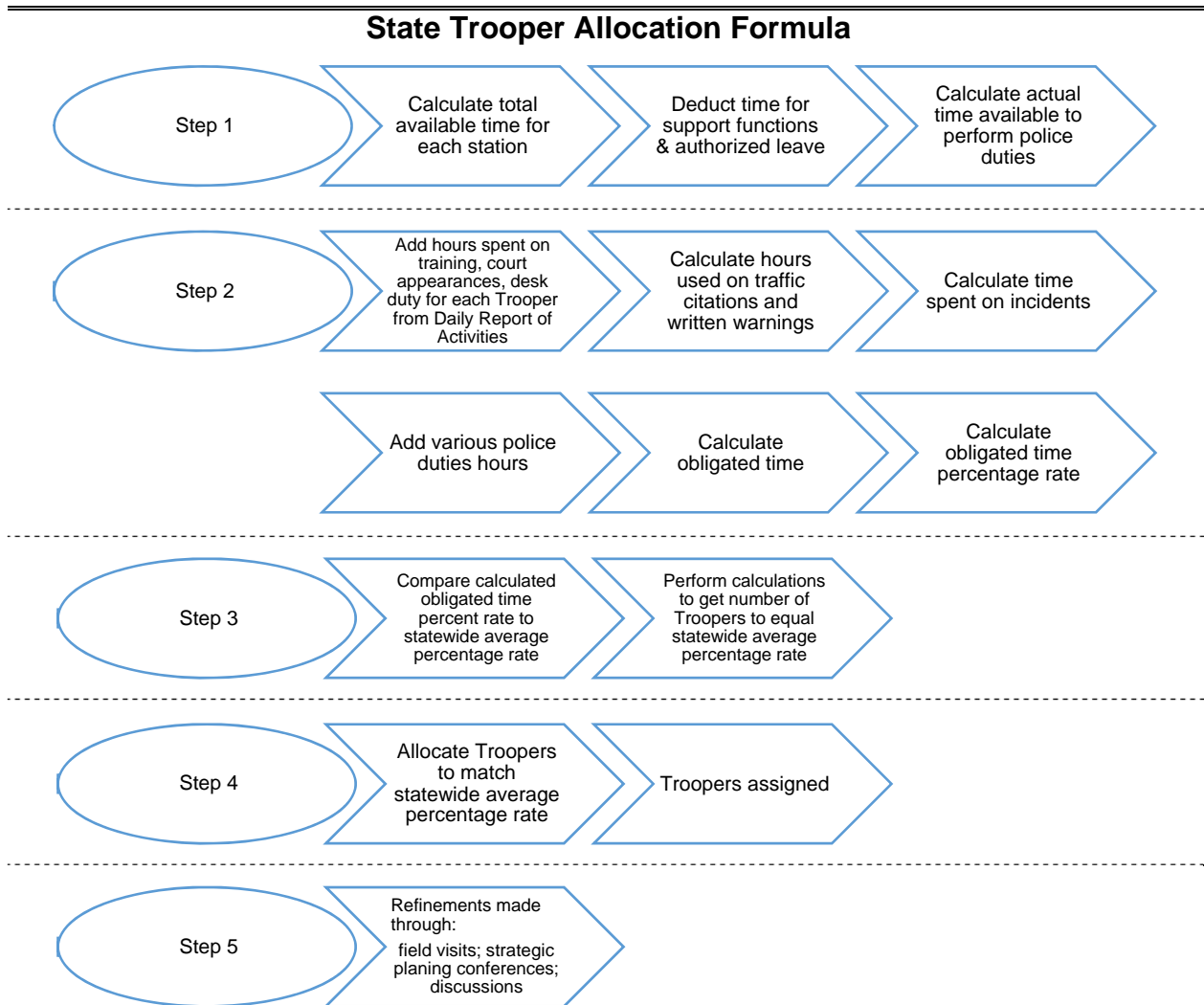
In distributing Patrol Troopers to the Patrol Units to the 80 State Police Stations, STAF uses a time-based workload measure. When the STAF is applied to the Stations, it results in an “obligated time percentage rate” for each Station. “Obligated time” is the basic measure upon which STAF operates.

To decide how many State Troopers are to be assigned to each Station, the Bureau of Research and Development calculates the statewide average percentage rate of obligated time and compares this percentage rate to each Station’s ratio of the same factors. Based on this comparison, the Bureau determines how many Troopers should be added or subtracted from the Station’s patrol complement. Troop T is not included in these calculations because of its unique mission. Patrol Supervisors are also not included in the calculations because they are assigned based on the State Police guidelines for supervisory span-of-control (see Appendix B). The Bureau of Research and Development computes the STAF quarterly, but only reassigns positions on an annual basis. The vacancies are realigned each time a Cadet class graduates or transfers occur to equally disburse the vacancies across the state. If a Station has more Troopers than the formula identifies as necessary, these extra Troopers are eliminated through attrition or voluntary transfers. The flow chart shown in Exhibit 13 illustrates how STAF operates.

### **November 2016 Application of the STAF Formula**

The Pennsylvania State Police provided the LB&FC with the results of their November 2016 STAF calculation. At that time, the State Police’s statewide percentage rate for obligated time was 49 percent. This means that on average, the patrol Trooper was spending 49 percent of his/her time responding to incidents, writing citations and warnings, and going to court and training, and 51 percent of his/her time on proactive patrol duties. At that time, there were 2,368 Patrol Troopers available to the 80 State Police Stations in Troops A-R. Thus, the equivalent number of State Troopers available to conduct proactive patrol work as of November 2016 at Troops A-R was 1,208 (2,368 multiplied by 51 percent).

Exhibit 13



Source: Developed by LB&FC staff using information obtained from the Pennsylvania State Police.

**E. The Pennsylvania State Police Have Implemented Several Special Programs Designed to Promote Safety on the Highways.**

The primary mission of the Pennsylvania State Police has been to promote traffic safety, enforce existing statutes, recognize and eliminate traffic hazards, and encourage motorists to practice safe driving techniques. In order to accomplish this part of their overall mission, the State Police has implemented special programs to promote highway safety. These specialized patrol enforcement initiatives are briefly described below.

**PSP Patrol Enforcement Initiatives**

**Selective Traffic Enforcement Program (STEP)** – The goal of the STEP is to reduce motor vehicle crashes, injuries, and fatalities through the use of innovative

traffic enforcement initiatives. Troops/Stations identify and target high-crash areas through the use of data driven analyses and then target those areas for aggressive high visibility traffic enforcement details utilizing marked patrol vehicles and aviation assets. Troopers focus on violations that have been determined to be causal crash factors.

***Impaired Driving Enforcement (STEAD-D)*** – The Department Impaired Driving Enforcement Initiatives focus on high visibility enforcement in those areas identified by the Troops/Stations through data driven analyses that have a high incidence of impaired driving crashes and DUI offenses. PSP Impaired Driving Enforcement activities are visible in every county statewide, and impact all areas, including those not within the Department’s primary area of jurisdiction.

***Pennsylvania Aggressive Driving Enforcement and Education Project (PAADEEP)*** – PAADEEP focuses on aggressive driving violations. Half of all crashes are the result of aggressive driving (speeding, improper lane changes, red light running, following too closely, passing on the right side, failure to yield, etc.). In 2015, there were 625 fatal traffic crashes on Pennsylvania roadways involving some sort of aggressive driving (speeding, improper turning, proceeding without clearance, careless/illegal passing, and tailgating), equaling 57 percent of all fatal crashes. Of those aggressive driving fatal crashes, 73 percent were speeding related.

The Pennsylvania State Police goal is to reduce the average of speeding related fatalities from 457 in 2015 to 440 in 2016 and to 420 in 2017 through a combination of public awareness, education, and enhanced enforcement utilizing marked/unmarked patrol cars in combination with the new dual antenna radar units.

***Child Passenger Safety (CPS) Program*** – The goal of this program is to increase the proper use of child passenger safety seats and booster seats for younger children and safety belt use for older children by educating the parents and caregivers on the proper use of child safety seats. The Department receives \$65,000 in National Highway Transportation Safety Administration grant funding to conduct the Fitting/Inspection Station program. Trained Department Child Passenger Safety Seat Technicians (CPSTs) at each station across the state hold a fitting station at least once a month (or by appointment). Additionally fitting stations are also held during Click It or Ticket enforcement campaigns and are typically conducted at community events or public venues. In 2015, CPSTs performed 2,084 child safety seat fittings. From January through June 2016, CPSTs performed 839 child seat fittings. Currently, the Department has approximately 280 CPSTs.

***Occupant Protection*** – Pennsylvania’s seat belt use rate is currently 84 percent. The goal is to increase the statewide safety belt use rate to 84.8 percent by the end of 2016 and to 85 percent by the end of 2017. It is estimated that with every

percentage point increase in safety belt use an estimated eight to twelve lives could be saved annually. In 2015, approximately 50.6 percent of people who died in crashes were not using safety belts in Pennsylvania. Of those who suffered a major injury in a crash, 739 were not wearing safety belts. The State Police identify roadway segments with relatively high occurrences of non-belted crashes and target enforcement efforts in those areas.

**Operation Nighthawk** – The highly successful Operation Nighthawk training is a two-day program designed to offer a unique training/enforcement experience combining classroom workshops and Driving Under the Influence (DUI) roving enforcement activities. Training workshops include special DUI enforcement operations, DUI case law update, and DUI motivational training. The Bureau of Patrol conducted three Operation Nighthawks in Troops D, H, and L in 2016. The results of the program are summarized below:

Table 11

<b>Operation Nighthawk Summary</b>				
<b>(2016)</b>				
<u>Item</u>	<u>Troop L Reading</u>	<u>Troop H Carlisle</u>	<u>Troop D Kittanning</u>	<u>Total</u>
Motorist Contacted	432	786	450	1,668
DUI Arrest	31	64	37	132
Seatbelt Citations	6	26	10	42
Speeding Citations	25	42	17	84
Driving Under Suspension	11	35	6	52
Driving Under Suspension DUI	3	9	7	19
Underage Drinking	0	3	0	3
Other Traffic Citations	241	193	130	564
Other Criminal Arrest	1	12	4	17
Other Misdemeanor Arrest	18	20	22	62
Other Felony Arrest	2	7	10	19
Bench Warrant Served	2	3	2	7
Felony Warrant Served	0	0	0	0
Misdemeanor Warrant Served	2	3	2	7
Summary Warrant Served	3	5	2	10
Warnings Issued	296	495	279	1,070

Source: Developed by LB&FC staff using information provided by the Pennsylvania State Police.

**6 State Trooper Project** – The 6-State Trooper Project is a multi-state law enforcement partnership aimed at providing combined and coordinated law enforcement efforts in the areas of highway safety, criminal patrol, and intelligence sharing. PSP partners throughout the year with the Ohio State Highway Patrol, Kentucky State Police, Indiana State Police, West Virginia State Police, and the Michigan State Police to conduct seven different enforcement initiatives. This year the

details were conducted in February, March, May, July, September, October, and December. PSP, Bureau of Patrol, serves as the point of contact to coordinate the enforcement activities with the Troops.

**Interstate 80 Challenge** – In an effort to reduce crashes, injuries, and fatalities along the Interstate 80 (I-80) corridor during the heavily traveled summer vacation period, the Department participates in a multi-state, multi-agency highly visible traffic enforcement operation to cause an increased traffic enforcement presence across Interstate 80. This enforcement initiative is known as the I-80 Challenge, the goal of which is to have zero fatalities on I-80 nationwide during the eight-day enforcement period. Troops C, D, E, F, G, and N, as well as the Bureau of Criminal Investigation (BCI), Drug Law Enforcement Division participate in this enforcement initiative by conducting high visibility patrols and aggressive traffic enforcement on I-80 during the enforcement period. Additionally, Motor Carrier Safety Assistance Program operations are coordinated to coincide with this enforcement period and concentrate on the I-80 corridor where practicable.

Participating agencies include: California Highway Patrol, Nevada Highway Patrol, Utah Highway Patrol, Wyoming Highway Patrol, Nebraska State Patrol, Iowa State Patrol, Illinois State Police, Indiana State Police, Ohio State Highway Patrol, Pennsylvania State Police, New Jersey State Police, and local law enforcement agencies that serve the I-80 corridor.

**Interstate 90 Challenge** – Troop E participates in the I-90/94 Challenge, which is an annual multi-state, multi-jurisdictional initiative to create an increased traffic enforcement presence on the Interstate 90/94 corridor over a four-day period typically in August. The initiative emphasizes education, awareness, partnerships, and data-driven enforcement focusing on seatbelts, speeding, impaired driving, distracted driving, motorcycle violations, and unsafe equipment/driving behaviors of large trucks and buses. The initiative is sponsored by the Minnesota State Patrol (MSP). Other participating state police/highway patrol agencies include Washington, Idaho, Montana, Wyoming, South Dakota, Wisconsin, Illinois, Ohio, Pennsylvania, New York, and Massachusetts.

**Operation Border to Border US 15** – This enforcement project began in 2013 and involved New York, Pennsylvania (Troops F and H and BCI SHIELD Teams), Maryland, Virginia, North Carolina, and South Carolina. The six state police/patrol agencies that engage in “Operation Border to Border,” which is a coordinated traffic safety enforcement initiative, encompasses nearly 400 miles of U.S. Route 15. Each of the six agencies work together conducting saturation patrols, sobriety check points, and other enforcement initiatives to reduce traffic crashes and combat criminal behavior along this major non-interstate highway.



## **PSP Commercial Vehicle Safety Division Initiatives**

***Seat Belt and Fatigue Enforcement (S.A.F.E.) Driver*** – S.A.F.E. is an enforcement initiative that addresses seat belt usage by Commercial Motor Vehicle (CMV) operators and compliance with regulations for driver’s hours of service. This is a one-day statewide initiative conducted at least three times each calendar year.

***Focusing on Cellular User Safety (F.O.C.U.S.)*** – F.O.C.U.S. is an enforcement initiative addressing the prohibition against cell phone use by CMV operators. This is a one-day statewide initiative conducted at least twice each calendar year.

***Traffic Enforcement and MCSAP<sup>9</sup> (T.E.A.M.)*** – T.E.A.M. is an enforcement initiative focusing on moving violations by CMV operators. This is an ongoing initiative conducted each month throughout the year by selected Troops.

***Operation Code R.E.D. (Refrigerated Enforcement Detail)*** – An enforcement initiative conducted with the Pennsylvania Department of Agriculture aimed at inspecting trucks transporting potentially perishable foods. This is a one-day statewide initiative conducted at least twice each year.

***Operation Air Brake*** – An enforcement initiative focusing on inspecting commercial vehicles with air brakes. This is a one-day statewide initiative conducted twice each year.

***Operation Road Check*** – A 72-hour/around-the-clock enforcement initiative conducted simultaneously along with law enforcement agencies across North America. This is a three-day initiative conducted once each year.

***Operation P.O.L.I.C.E. (Permitted Oversized Load Interstate Compliance and Enforcement)*** – An enforcement initiative addressing permitted oversized loads. This is a one-day statewide initiative conducted at least twice each year.

***Operation Safe Student*** – An enforcement initiative which focuses on inspecting school buses. This is a one-day statewide initiative conducted at least three times each year.

***Waste Hauler Inspection Program (W.H.I.P.)*** – An enforcement initiative conducted with the PA Department of Environmental Protection that is aimed at trash trucks/waste haulers. This is an ongoing initiative conducted each month throughout the year.

---

<sup>9</sup> Motor Carrier Safety Assistance Program.

**Motor Coach Strike Force** – An enforcement initiative focusing on the inspection of motor coaches at point of origin and points of destination within the state. This is an ongoing initiative conducted each month throughout the year.

## **F. We Calculated the “Appropriate and Justifiable” Level of Motor License Fund Support for the Pennsylvania State Police Under the Constitution of Pennsylvania for Fiscal Year 2015-16 to Be \$532.8 Million.**

House Resolution 622 directs the LB&FC to examine the “appropriate and justifiable level of Motor License Fund support for the State Police under the Constitution of Pennsylvania.” The relevant section of the Pennsylvania Constitution is Art. VIII, Sec. 11(a), which states:

All proceeds from gasoline and other motor fuel excise taxes, motor vehicle registration fees and license taxes, operators’ license fees and other excise taxes imposed on products used in motor transportation shall be appropriated by the General Assembly to agencies of the State or political subdivisions thereof; and used solely for construction, reconstruction, maintenance and repair of and safety on the public highways and bridges and costs and expenses incident thereto, and for the payment of obligations incurred for such purposes, and shall not be diverted by transfer or otherwise to any other purpose... (emphasis added)

As noted in Finding A of this report, “safety on the public highways and bridges” is not defined in the Pennsylvania Constitution. Further, it has not been defined in any Pennsylvania statute, regulation, the Governor’s Office of the Budget, the Department of Transportation, or the Pennsylvania State Police.

Therefore, we turned to the plain language of the text to define the term as: the cost of patrolling public highways, roads, streets, and bridges; responding to traffic incidents; enforcing the Vehicle Code; and related overhead costs.

### **Direct Costs Related to Safety on the Public Highways and Bridges**

#### ***Patrol Costs***

To determine the PSP’s cost to provide for safety on highways and bridges (also referred to as “highway safety”), we first sought to determine the direct patrol costs related to highway safety. While the mission to promote safety on the public highways and bridges is carried out by the patrol officers of the State Police, not everything a patrol officer does is related to safety on highways and bridges. Our

task has been to determine what activities are reasonably related to safety on highways and bridges and determine their costs.<sup>10</sup>

As noted earlier, a patrol trooper’s time is split into two categories: obligated time and unobligated time. As can be seen from Table 12, the obligated/unobligated time average percentage has remained relatively stable for the past several years.

Table 12

<b>Pennsylvania State Police Department-wide                      Obligated/Unobligated Time Average Data                      (2011 – 2016)</b>						
	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Obligated Time Average .....	52%	57%	46%	47%	49%	49%
Unobligated Time Average.....	48	43	54	53	51	51

Source: Developed by LB&FC staff using data provided by the Pennsylvania State Police.

***Unobligated Time Costs***

Unobligated time, meaning time spent on patrol, has a major impact on safety on the highways and bridges for two reasons. First, the mere presence of Patrol Troopers has a dampening effect on the speed and behavior of drivers. That is to say, drivers, when they see a Patrol Trooper, tend to make sure they are traveling at or below the speed limit and at a safe distance from the vehicle in front of them, which leads to safer roadways. Second, the act of patrolling puts Patrol Troopers in position to enforce the traffic laws of Pennsylvania—also leading to safer roadways.

For these reasons, we have counted 100 percent of the costs of a Patrol Trooper’s unobligated time towards the “appropriate and justifiable level of Motor License Fund support for the Pennsylvania State Police,” even though some of the unobligated time spent on patrol could reasonably be considered crime deterrence (e.g., patrolling the parking lot of a closed shopping mall or areas with high drug trafficking).

***Obligated Time Costs***

Obligated time is comprised of three factors: (1) response time to an incident, time spend on the scene, and time completing the necessary paperwork to document the incident; (2) time spent on citations and warnings; and (3) time on leave, in training, in court, and on desk duty. All of these activities have a given time value

<sup>10</sup> We also attempted to estimate the potential cost of the PSP’s highway safety function using the cost of Troop T, which patrols and provides highway safety for the Pennsylvania Turnpike. This analysis can be found in Appendix D.

and, when added together, are used to arrive at what is known as the Trooper’s obligated time.

As can be seen from Table 13 below, Patrol Troopers responded to 1,604,663 incidents in 2015. Of those incidents, 1,099,698 were identified by the PSP as related to safety on highways and bridges.<sup>11</sup> (See Appendix E for a list of incidents related to safety on highways and bridges.)

The time associated with all incidents (response time, time at the scene, and time to complete paperwork) totaled 864,178 hours. For those incidents that were related to safety on highways and bridges, the time is 408,782 hours.

Table 13

<b>Percentage of Patrol Trooper Obligated Time Related to Highway Safety</b>		
	<u>2014</u>	<u>2015</u>
Total Incidents .....	1,549,150	1,604,663
Highway and Bridge Safety Incidents.....	1,059,748	1,099,698
Percentage of Highway & Bridge Safety Incidents.....	69%	69%
Total Incident Time .....	824,326	864,178
Total Highway and Bridge Safety Time .....	385,748	408,782
Percentage of Highway and Bridge Safety Time.....	47%	47%

Source: Developed by LB&FC staff with information provided by the Pennsylvania State Police.

### ***Specialized Field Troopers***

In addition to Patrol Troopers, there are three types of specialty troopers whose time is largely focused on safety on highways and bridges. These Specialized Field Troopers are:

*Vehicle Fraud Investigator* – This position exists within the Patrol Section in each Troop. While Vehicle Fraud Investigators do not perform patrol work, they do augment the highway and bridge safety function by investigating cases of vehicle fraud and driver’s license fraud.

*Collision Analysis and Reconstruction Specialist* – This position exists within the Patrol Section in each Troop. These Troopers also do not perform patrol work. However, they do augment the highway and bridge safety function by reconstructing serious/fatal motor vehicle crashes that may result in prosecution and require expert analysis.

<sup>11</sup> We reviewed and concur with the incidents the PSP identified as pertaining to highway safety.

*Weight Detail/Motor Carrier Inspector* – This position exists within the Patrol Section in each Troop. These Specialized Field Troopers perform patrol work focused on the enforcement of state and federal laws/regulations governing commercial motor vehicles, carriers, and drivers. As such, they augment the highway and bridge safety function of the State Police.

As noted below, we allocated 85 percent of the time of these Specialized Patrol Troopers to the highway safety function.

### **Indirect Costs Related to Safety on the Public Highways and Bridges**

Indirect costs are those costs that cannot be easily and conveniently directly traced to the particular cost object under consideration (in this case, highway safety). Examples of indirect costs include the cost of administrators whose responsibilities cut across multiple functional lines and administrative costs such as payroll, HR, and legal.

As far as the Pennsylvania State Police are concerned, the direct cost of labor is not as significant of a driver of overhead costs as is direct labor-hours. For that reason, we chose labor-hours (in terms of full-time equivalent Troopers) as our allocation base.

We excluded from the indirect cost allocation those bureaus/functions that we could identify as having little or no relationship to highway safety, such as the Bureau of Criminal Investigations, Bureau of Forensic Services, and the Tactical Operations Division of the Bureau of Emergency and Special Operations. We also excluded those bureaus/functions that are funded by a dedicated funding source other than the Motor License Fund, for example, the Bureau of Liquor Control Enforcement (State Stores Fund), and the Bureau of Gaming Enforcement (State Gaming Fund). In some cases, we determined that the bureau/function was almost entirely a highway safety function (e.g., the Safety Program Division of the Bureau of Patrol) and allocated 100 percent of its cost to highway safety. Exhibit 14 below shows which PSP organizational units were included in the allocation of overhead costs and which were not.

**Pennsylvania State Police Units Subject to Allocation Toward PSP Highway Safety Costs**

PSP Office	Description	In (All or Mostly All Highway Safety)	Prorated	Out (All or Mostly All Other Than Highway Safety)
<b>Office of the Commissioner</b>				
<b>Commissioner</b> 1 Trooper 1 Civilian	Exercises administrative; command; and fiscal authority and responsibility over the PSP. Maintains discipline and administers disciplinary action. Establishes policies and procedures; establishes training standards. Administers MPOETC.		✓	
<b>Office of Chief Counsel</b> 0 Troopers 28 Civilians	Advises by rendering opinions on legal questions arising out of PSP functions and on revision and codification of existing statutes. Drafts new legislation. Represents the PSP in civil actions or coordinates with the Attorney General. Assists in coordination and resolution of legal matters between the PSP and other government or private agencies. Reviews all PSP regulations and contracts.		✓	
<b>Legislative Affairs and Policy Office</b> 3 Troopers 0 Civilians	Responsible for representing the Commissioner before Senate and House Committees and attends sessions of the General Assembly and its committees. Coordinates development of PSP legislative initiatives, regulations, and policies with Governor's Office, Legislative Affairs Offices, and the General Assembly. Coordinates promulgation of legislatively mandated and PSP initiated regulations. Analyzes proposed legislation.		✓	
<b>Communications Office</b> 1 Trooper 2 Civilians	Disseminates information to the public. Responsible for arranging news media coverage to introduce new programs to the public and coordination of special media events. Represents PSP in news interviews. Conducts Media Relations Training for PSP. Evaluates, reviews, and updates community service programs. Maintains statistics for watch programs.			✓

**Exhibit 14 (Continued)**

PSP Office	Description	In	Prorated	Out
<p><b>Executive Services Office</b> 23 Troopers 1 Civilian</p>	<p><b>Office of the Commissioner (Continued)</b> Provides security for the Governor, Lt. Governor, their families, official residences, and Governor's office. Provides transportation for Governor and Lt. Governor. Provides security and transportation for visiting dignitaries. Liaises with the Capitol Police regarding demonstrations and coordination of mutual security procedures. Provides itinerary information to Troops when the Governor or Lt. Governor travels in PA. Liaises with U.S. Secret Service and U.S. Capitol Police.</p>			✓
<p><b>Homeland Security</b> 0 Troopers 7 Civilians</p>	<p>Secures the Commonwealth from acts of terrorism. Reduces the vulnerability of critical infrastructure and key resources to terrorist attacks. Partners with the U.S. Department of Homeland Security and other federal, state, and local agencies in matters related to homeland security. Works with the primary state fusion center to develop the process of information fusion for the gathering, processing, analyzing, and disseminating of information related to homeland security. Cooperates with PEMA in matters relating to emergency management planning, preparedness, and response. Participates, in concert with the private sector and other federal, state, and local agencies, in a coordinated effort to prepare for, prevent, respond, and recover from acts of terrorism.</p>			✓
<p><b>MPOETC (Municipal Police Officers' Education &amp; Training Commission)</b> 2 Troopers 14 Civilians</p>	<p>Responsible for establishing and maintaining training standards for all municipal and campus police officers. Establishes and maintains standards for instructors, schools, and curriculum for training and establishes psychological and physical standards for certification and recertification of municipal police officers.</p>		✓	
<p><b>Deputy Commissioner of Administration &amp; Professional Responsibility</b></p>				
<p><b>Deputy Commissioner's Office</b> 1 Trooper 1 Civilian</p>	<p>Responsible for assisting the Commissioner in the development of policies and procedures to achieve maximum efficiency in functional responsibilities and to ensure maximum use of existing resources. Assists the Commissioner in coordinating and supervising all the Department's administrative activities.</p>		✓	

**Exhibit 14 (Continued)**

PSP Office	Description	In	Prorated	Out
<b>Deputy Commissioner of Administration &amp; Professional Responsibility (Continued)</b>				
<b>Discipline Office</b> 3 Troopers 1 Civilian	Assists the Commissioner in the administration of Department disciplinary matters. Responsible for coordinating and evaluating Disciplinary Action Reports and related documentation, as well as the subsequent assignment and imposition of all enlisted discipline. Assists the Office of Chief Counsel and the Office of Administration's Bureau of Labor Relations in preparation and defense of grievances.		✓	
<b>Equality and Inclusion Office</b> 20 Troopers 2 Civilians	Responsible for developing PSP's Equal Employment Opportunity Plan and for monitoring its progress and effectiveness. Receives and investigates informal complaints concerning sexual harassment and/or discrimination. Trains personnel in laws and PSP regulations regarding equal employment opportunities. Provides training to PSP personnel on topics such as sexual harassment, reporting requirements, and documentation. Ensures that the PSP does not contract with vendors who engage in discriminatory employment practices.		✓	
<b>Member Assistance Office</b> 7 Troopers 1 Civilian	Provides assistance to personnel and their immediate families who are experiencing personal, emotional, psychological, or related medical problems. Provides information, confidential assistance, and, when appropriate, referral to professional and/or community resources. Responds to serious critical incidents to conduct debriefings or interventions.		✓	
<b>Bureau of Human Resources (4 divisions)</b> 0 Troopers 4 Civilians	Responsible for developing standards and procedures for personnel management, maintaining and processing all personnel records, and maintaining liaison with various agencies and boards. Responsible for administering the PSP's recruiting and Cadet processing and hiring programs. Responsible for the promotion examination process for the ranks of Major, Captain, Lieutenant, Sergeant, and Corporal; administers the Americans With Disabilities Act (ADA) Program, the health and safety program, and the Liquor Control Enforcement Officers' benefits program; random drug testing; the awards program; classification of civilians; labor relations; supplementary employment; and civilian employment.		✓	
<b>Employment Benefits and Services Division</b> 0 Troopers 11 Civilians	Administers injury claims under Workers' Comp Law and Heart and Lung Act. Manages limited duty and fitness-for-duty programs. Administers PSP's absence, attendance, and payroll programs and Unemployment Compensation claims. Coordinates non-work-related supplemental disability and death benefits and death benefits for survivors of members killed in the line of duty.		✓	



**Exhibit 14 (Continued)**

<b>PSP Office</b>	<b>Description</b>	<b>In</b>	<b>Prorated</b>	<b>Out</b>
<b>Deputy Commissioner of Administration &amp; Professional Responsibility (Continued)</b>				
<b>Officer Testing and Placement Division</b> 0 Troopers 7 Civilians	Develops and administers entry-level testing processes for positions of PSP and Liquor Enforcement Officer Trainee (LEOT). Administers cadet and LEOT selection processes. Develops and administers promotion testing processes.		✓	
<b>Organization Management Division</b> 0 Troopers 7 Civilians	Administer PSP's civilian hiring program. Manages and reports on PSP's authorized complement. Determines job classifications; conducts job analyses; monitors and evaluates organizational structures; and develops plans to meet staffing needs.		✓	
<b>Labor Relations and Safety Division</b> 0 Troopers 7 Civilians	Interprets and administers labor agreements. Manages PSTA (PA State Troopers Association) contract-interpretation grievances and grievances for all unions. Administers civilian disciplinary policies and procedures. Maintains official personnel and employment records.		✓	
<b>Bureau of Training and Education (2 divisions)</b> 1 Trooper 6 Civilians	Directs the administration of state and municipal police training; provides mandatory in-service training; maintains and coordinates the Ceremonial Unit that represents the PSP at designated ceremonies and the Mounted Unit that represents the PSP at incidents requiring crowd control and/or security. Provides safety education and crime prevention programs for youth and adults.		✓	
<b>Basic Training Division</b> 27 Troopers 9 Civilians	Schedules, conducts, and evaluates all basic training programs. Updates training, develops and maintains lesson plans, handouts, etc. Maintains, coordinates, and administers the Ceremonial Unit, the Bureau automotive fleet, PSP Academy Food Services Unit and the Academy Medical Services Unit.		✓	
<b>Operational Training Division</b> 25 Troopers 21 Civilians	Schedules, conducts, and evaluates all training programs and courses and assesses training needs. Supervises and evaluates in-service and other decentralized training programs. Maintains training records. Administers the PSP Probationary Trooper Program.		✓	
<b>Bureau of Integrity and Professional Responsibility (2 divisions)</b> 1 Trooper 2 Civilians	Receives, documents, and investigates all allegations of misconduct by Department personnel and investigates all instances involving the use of physical force or shooting; conducts in-depth inspections of personnel and installations; documents the findings in written reports and reviews the practical application of PSP policies and procedures with regard to their effectiveness and efficiency.		✓	

**Exhibit 14 (Continued)**

<b>PSP Office</b>		<b>Description</b>	<b>In</b>	<b>Prorated</b>	<b>Out</b>
<b>Deputy Commissioner of Administration &amp; Professional Responsibility (Continued)</b>					
<b>Internal Affairs Division</b>		Tasked with reception and documentation of all allegations of misconduct by PSP personnel.		✓	
29 Troopers 0 Civilians					
<b>Systems and Process Review Division</b>		Reviews PSP processes and PSP units.		✓	
14 Troopers 0 Civilians					
<b>Deputy Commissioner of Operations</b>					
<b>Deputy Commissioner's Office</b>		Assists the Commissioner with the administration, coordination, and supervision of the PSP's field operations function. Serves as second in command in the event of the absence or incapacitation of the Commissioner.		✓	
5 Troopers 1 Civilian					
<b>Bureau of Patrol (3 divisions)</b>		Develops and coordinates various traffic law enforcement, patrol, and safety programs, including programs designed to increase a patrol member's ability to investigate serious traffic incidents and crime; coordinates and directs PSP participation in federally funded special enforcement programs; exercises functional authority over the Vehicle Fraud Program and ensures the uniform application and enforcement of the School Bus Inspection Program, and other PennDOT Programs; coordinates and directs the Motor Carrier Safety Assistance Program (MCSAP) in conjunction with PennDOT and the Public Utility Commission and maintains liaison with PennDOT and other state agencies.		✓	
2 Troopers 2 Civilians					
<b>Patrol Services Division</b>		Prepares and reviews changes to Vehicle Code; administers general and specific traffic enforcement programs; liaises with PennDOT, NHTSA, and US DOT. Administers alcohol countermeasures program. Develops programs designed to increase a patrol member's ability to investigate traffic incidents and crime. Administers PSP's Mobile Video/Audio Recorder Program.		✓	
4 Troopers 0 Civilians					
<b>Safety Program Division</b>		Consists of Vehicle Fraud Unit, Occupant Protection Program (kids/seatbelts), Work Zones (work with DOT); Collision Analysis and reconstruction; Motor Carrier Safety Asst. Program; MCSAP Operations and Training; New Entrant Safety Audit Program (new trucking companies in PA); Super Loads Escorts/Permits.	✓		
5 Troopers 1 Civilian					

**Exhibit 14 (Continued)**

PSP Office		Description			In	Prorated	Out
<b>Deputy Commissioner of Operations (Continued)</b>							
<b>Commercial Vehicle Safety Division</b>	Responsible for preparation and review of enforcement provisions of Vehicle Code; administers Motor Carrier Safety Asst. Program; coordinates su-per loads; administers the commercial motor vehicle size, weight, and load program; functional authority over School Bus Inspection Program; coordi-nates and directs participation in federally funded MCSAP program.	✓					
1 Trooper 17 Civilians							
<b>Bureau of Criminal Investigation (3 divisions)</b>	Consists of three divisions: Special Investigations, Intelligence, and Drug Enforcement						✓
1 Trooper 4 Civilians							
<b>Special Investigations Division</b>	Consists of auto-theft section; fugitive task force; organized crime task force; criminal investigation assessment/missing persons unit; computer crime unit; fire marshal unit; Crime Stoppers unit; and Polygraph unit.						✓
85 Troopers 14 Civilians							
<b>Intelligence Division</b>	Analytical Intelligence Section provides intelligence to a variety of people and agencies, analyzes information and makes it useful. Tactical Intelli-gence Section is responsible for the coordination of intelligence gathering efforts of the PSP.						✓
37 Troopers 42 Civilians							
<b>Drug Law Enforcement Division</b>	Operations Section operates three Interdiction Units and the Clandestine Laboratory Response Team. Administrative Section is responsible for Ma-rijuana Eradication Program; Financial Investigation/Asset Forfeiture Unit; and Training.						✓
85 Troopers 0 Civilians							
<b>Bureau of Liquor Control Enforcement (2 divisions)</b>	Responsible for investigating and enforcing provisions of the Liquor Code and regulations as promulgated by the Liquor Control Board.						✓ <sup>a</sup>
1 Trooper 0 Civilians							
<b>Administrative Division</b>	Directs management practices of district Liquor Enforcement (LE) offices; recommends relocation/renovation of district office facilities; coordinates training of LE officers; supplies and equipment						✓
1 Trooper 17 Civilians							
<b>Operations Division</b>	Performs investigations re: manufacture, possession, sale, consumption, importation, use, storage, transportation, and delivery of alcohol; ensures LE officers know the law; communicates with other officials.						✓
13 Troopers 176 Civilians							

**Exhibit 14 (Continued)**

PSP Office		Description			In	Prorated	Out
<b>Deputy Commissioner of Operations (Continued)</b>							
<b>Bureau of Gaming Enforcement (2 divisions)</b>	Assists in performing background investigations of gaming applicants; conducts criminal enforcement at gaming facilities; PSP and the Bureau of Investigations and Enforcement (BIE) provide an on-site law-enforcement and regulatory presence at each gaming facility.						✓
1 Trooper 4 Civilians							
<b>Administrative Division</b>	Liaises with the Gaming Control Board, state agencies, local and state officials; budget process; directs administrative and operational practices.						✓
3 Troopers 2 Civilians							
<b>Operations Division</b>	Performs investigations to statute violations; coordinates with other organizations regarding gaming enforcement; responsible for criminal intelligence related to gaming; and assists in licensing process.						✓
124 Troopers 0 Civilians							
<b>Deputy Commissioner of Staff</b>							
<b>Bureau of Emergency and Special Operations (2 divisions)</b>	Coordinates the delivery of specialized law enforcement services to the Department and other police agencies. These functions include aviation, canine drug enforcement, and Special Emergency Response Team. Maintains the PSP's electronic surveillance equipment repository and maintains liaison with the Pennsylvania Emergency Management Agency (PEMA) and other emergency management agencies.				✓		
1 Trooper 4 Civilians							
<b>Tactical Operations Division</b>	Responsible for Special Emergency Response Team; Hazardous Device and Explosives Section, and Canine Section.						✓
47 Troopers 0 Civilians							
<b>Special Services Division</b>	Plans and administers the operational and technical phases of the PSP Aviation Program. Coordinates aviation activities.				✓		
34 Troopers 3 Civilians							
<b>Deputy Commissioner of Staff</b>							
<b>Deputy Commissioner's Office</b>	Responsible for providing overall administration, coordination, and supervision of the PSP's staff function; reviews all proposed grant opportunities to determine the feasibility of funding in relation to PSP's goals.					✓	
1 Trooper 1 Civilian							

**Exhibit 14 (Continued)**

PSP Office	Description		In	Prorated	Out
<p><b>Bureau of Research and Development (2 divisions)</b> 1 Trooper 3 Civilians</p>	<p><b>Deputy Commissioner of Staff (Continued)</b> Controls and administers the PSP's enlisted complement by distributing positions at the Station level; reviews and processes the annual Automated Incident Memo System reports submitted by each Station; responsible for coordinating and reviewing all activities related to achieving and maintaining accreditation as a law enforcement agency; facilitates strategic planning activities; conducts in-depth studies and evaluations to ensure PSP is provided with current information on contemporary police practices and procedures; compiles statistical data, and administers Pennsylvania's Uniform Crime Reporting Program.</p>			✓	
<p><b>Logistics and Support Services Division</b> 5 Troopers 5 Civilians</p>	<p>Project management lead for all significant planning, equipment, and logistics projects; conducts studies and evaluations before any acquisition; develops programs and initiatives to facilitate operations and improve procedures; administers strategic planning activities; administers Suggestion Program and Department Library; administers all forms/publications; manage LE accreditation activities.</p>			✓	
<p><b>Policy and Program Services Division</b> 9 Troopers 7 Civilians</p>	<p>Project management lead for all significant policy/program/management info projects; assists with policy development and analysis; manages PSP directives, regulations, and other official publications; maintains historical files; administer Management Information Program and Trooper Allocation Formula; administers personnel allocation tables for each troop and station and administers stations, and patrol zones; compiles Uniform Crime Code Reports and analyzes data.</p>			✓	
<p><b>Bureau of Forensic Services (4 divisions)</b> 0 Troopers 7 Civilians</p>	<p>Examines and evaluates pertinent physical evidence as it relates to ballistics, DNA, drug identification, latent fingerprints, serology, and toxicology. The Bureau also provides expert testimony in state and federal courts regarding laboratory findings and operates and maintains regional laboratory facilities. Bureau services are available to all law enforcement entities in Pennsylvania.</p>				✓
<p><b>Investigation and Operational Support Division</b> 33 Troopers 6 Civilians</p>	<p>Sections include Automated Fingerprint Identification System Section; Ballistics Section, Photographic and Multimedia Sections; Questioned Documents Section; and Training and Tech Support Section.</p>				✓

**Exhibit 14 (Continued)**

PSP Office		Description			In	Prorated	Out
<b>Deputy Commissioner of Staff (Continued)</b>							
<b>Scientific Services Division</b> 0 Troopers 104 Civilians	Examines and evaluates evidence in disciplines of Drug Identification, Serology, Toxicology, and Trace Evidence; provides expert testimony; provides internal training for employees; performs research to improve procedures; provides technical assistance for prospective equipment acquisitions.						
<b>Quality Management Division</b> 0 Troopers 6 Civilians	Administers Quality Assurance, Safety, and Proficiency Testing Programs; establishes Bureau policies in accordance with regulations and American Society of Crime Laboratory Directors/Laboratory Accreditation Board requirements; maintains Bureau Quality Assurance Records.						
<b>Forensic DNA Division</b> 0 Troopers 51 Civilians	Performs DNA analysis and preparation of findings; manages state repository of convicted offender DNA database; maintains CODIS site for PA; provides expert testimony; provides assistance to other LE agencies.						
<b>Bureau of Staff Services (4 divisions)</b> 0 Troopers 2 Civilians	Develops, prepares, and controls the Department's budget. The Bureau assists in the preparation of federal grant applications, conducts cost studies and fiscal analysis of programs, and administers salary and benefits allocation controls. The Bureau also coordinates and plans space allocation, leases, bid proposals, and specifications for facilities; prepares purchase requisitions and maintains accountability on all equipment and supplies; and manages PSP's automotive fleet.						
<b>Procurement &amp; Supply Division</b> 0 Troopers 24 Civilians	Requisitions, procures, and maintains accountability of all equipment and supplies; operates central supply and uniform warehouses; administers Inventory Control System; administers office equipment; reproduces all publications; provides messenger and mail service for HQ; administers service contracts for other than custodial and maintenance.						
<b>Transportation Division</b> 0 Troopers 17 Civilians	Administers vehicle specifications and purchases as well as parts, supplies, and services; maintains fleet.						
<b>Fiscal Division</b> 0 Troopers 7 Civilians	Develops, prepares, and controls PSP budget and all procedures on fiscal matters; responsible for cost studies, requests for equipment, and other operating expenditures; salary and benefits allocation control; monitors status of appropriations; custodian for Advancement Accounts operations; Department Cash Management Coordinator; assists in preparation and submission of federal grant applications.						

**Exhibit 14 (Continued)**

PSP Office		Description		In	Prorated	Out
<b>Deputy Commissioner of Staff (Continued)</b>						
<b>Facility Management Division</b> 0 Troopers 24 Civilians	Responsible for all aspects of PSP facilities: custodial, maintenance, plans, blueprints, space allocation leases, bid proposals, energy conservation plans, Facility Fixed Asset Info System, recycling efforts, and capital budget for facilities.		✓			
<b>Bureau of Information Technology (2 divisions)</b> 1 Trooper 2 Civilians	Provides information and communications technology for the PSP, administers data processing activities, manages all central computer systems and remote terminal equipment, and administers the State Police Enterprise Network; manages the statewide Commonwealth Law Enforcement Assistance Network (CLEAN), including connections to the National Crime Information Center (NCIC), the National Law Enforcement Telecommunications System (NLETS), the Pennsylvania Bureau of Motor Vehicles, and the Philadelphia Police Department.		✓			
<b>Information Technology Services Division</b> 0 Troopers 65 Civilians	Responsible for the oversight, management, security, and 24/7 daily operations of PSP's IT. Manages the design, development, and implementation of tech solutions and establishes IT policies and procedures. Manages, oversees, and coordinates IT services from external sources or vendor contracts.		✓			
<b>Project and Contract Management Division</b> 0 Troopers 42 Civilians	Aids in PSP obtaining IT goods and services. Responsible for IT lifecycle planning, budgeting, and IT strategic planning.		✓			
<b>Bureau of Communications and Information Services (2 divisions)</b> 1 Trooper 2 Civilians	Manages the radio and telephone system contracts and coordinates Departmental communications requirements throughout the Commonwealth.		✓			
<b>Radio and Information Services Division</b> 0 Troopers 27 Civilians	Reviews, approves, and submits changes to PSP regulations and Standard Operating Procedures for Police Communications Office dispatching. Maintains the VHF radio system. Manages patrol vehicle communications and the Mobile Command Post. Manages and maintains Commonwealth Law Enforcement Assistance Network. Manages and liaises with other LE networks.		✓			

**Exhibit 14 (Continued)**

PSP Office		Description		
		In	Prorated	Out
<b>Deputy Commissioner of Staff (Continued)</b>				
<b>Statewide Radio Network Division</b> 17 Troopers 18 Civilians	Responsible for the design, deployment, configuration, testing, and management of all aspects of PA Starnet. Provides emergency communications for planned or spontaneous events. Communications with Pennsylvania Emergency Management Agency and other state and local agencies.		✓	
<b>Bureau of Records and Identification - 3 divisions</b> 1 Trooper 4 Civilians	Maintains the central repository for criminal records of individuals arrested for offenses committed in the Commonwealth and processes requests for criminal history record information; processes arrest fingerprint cards received through the Automated Fingerprint Identification System (AFIS) and maintains files of these cards; operates the Pennsylvania Instant Check System (PICS), which conducts criminal background checks on individuals wishing to purchase firearms and those applying for a license to carry a firearm; maintains all incident reports for the State Police, maintains Meagan's Law database, conducts court-ordered expungements, and maintains crash reports for crashes investigated by PSP and provides copies to the public as required by law.		✓	
<b>Operational Records Division</b> 8 Troopers 55 Civilians	Expunges criminal records when directed; maintains file of investigated crashes; maintains file of Incident/Supplemental Investigative Reports and Non-traffic Citations; administers Megan's Law; manages PSP hardware and software assets.		✓	
<b>Firearms Division</b> 3 Troopers 96 Civilians	PICS; maintains file of Records of Sale of Firearms; maintains file of those with carry permits; maintains private detective roster.			✓
<b>Criminal Records and ID Division</b> 2 Troopers 86 Civilians	Responsible for maintaining and updating all criminal history records; processes and maintains fingerprint files (AFIS); processes requests for criminal history information.			✓

<sup>a</sup> Funded by State Store Funds.

Source: Developed by LB&FC staff and information obtained from the Pennsylvania State Police.



## Calculating the “Appropriate and Justifiable” Level of Motor License Fund Support for the Pennsylvania State Police

As can be seen from Table 14 below, to calculate the total cost for PSP’s highway safety function, we begin with the total number of Troopers (4,253) and subtract from that number the Troopers assigned to PSP Headquarters (702) and to the Turnpike (190). The difference is the number of Troopers assigned to Area Commands, Troops, and the 80 Stations (3,361). We again subtract those Troopers assigned to functions other than Patrol (877). The remainder is the number of Troopers assigned to Patrol (2,484). Finally, we separate out the Troopers assigned to Specialized Patrol Functions (116). The difference is the number of State Troopers Assigned to the Core Patrol Function (2,368).

Table 14

<b>Number of Troopers Assigned to Core Patrol Function</b> (As of November 2016)	
Total Number of Troopers .....	4,253
Troopers Assigned to Headquarters.....	(702)
Troopers Assigned to Turnpike .....	(190)
<b>Total Troopers in the Field</b> .....	<b>3,361</b>
Troopers Assigned to Functions Other Than Patrol.....	(877)
<b>Total Troopers Assigned to Patrol</b> .....	<b>2,484</b>
Field Troopers Assigned to Specialized Patrol Functions <sup>a</sup> .....	(116)
<b>Field Troopers Assigned to Core Patrol Function</b> .....	<b>2,368</b>

<sup>a</sup> Specialized Patrol Troopers include Collision Analysts, Reconstruction Specialists, Vehicle Fraud Investigators, and the Truck Weight Detail.

Source: Developed by LB&FC staff with data provided by the Pennsylvania State Police.

At this point it is necessary to determine the amount of unobligated time and obligated time and the equivalent number of Troopers engaged in those activities. As discussed earlier in this report, we applied all of a Patrol Trooper’s unobligated time to safety on highways and bridges. As we know from Table 12, 51 percent of a Patrol Trooper’s time was unobligated in 2015 and 2016. Therefore, the equivalent number of Patrol Troopers spending all of their time on patrol, and thus all of their time engaged in highway safety activities is 1,208 Troopers. The equation is:

Troopers Assigned to Patrol	X	Unobligated Time Percentage	=	Equivalent Unobligated Troopers
2,368	X	51%	=	1,208 Troopers

Conversely, the amount of time a Patrol Trooper spends responding to incidents (Obligated Time) is 49 percent. The equivalent number of Patrol Troopers

spending all of their time responding to incidents is 1,160 Troopers. That equation is:

Troopers Assigned to Patrol	X	Obligated Time Percentage	=	Equivalent Obligated Troopers
2,368	X	49%	=	1,160 Troopers

As we can see from the information in Table 13, the total amount of obligated time spent on incidents directly related to highway and bridge safety in 2014 and 2015 was 385,748 hours and 408,742 hours respectively. This means that of the obligated time of a Patrol Trooper, 47 percent is spent on highway and bridge safety. That is the equivalent of 547 Patrol Troopers. That equation is:

Equivalent Obligated Troopers	X	Obligated Time Highway Safety Percentage	=	Equivalent Obligated Highway Safety Troopers
1,160	X	47%	=	547 Troopers

When we add the Equivalent Unobligated Troopers (1,208 Troopers) and the Equivalent Obligated Highway Safety Troopers (547), the sum is 1,755 Troopers. Put another way, the equivalent number of Patrol Troopers that spend all of their time on highway and bridge safety is 1,755 Troopers.

The Pennsylvania State Police estimates that 85 percent of a Specialized Patrol Trooper's time is spent on highway safety. This is because these Troopers are called upon to assist with other serious criminal investigations about 15 percent of the time. For example, a Reconstruction Specialist is called upon to assist with serious crime scene reconstruction. As noted in Table 14, there are 116 Troopers assigned to Specialized Patrol Functions. If 85 percent of their time is spent on safety on highways and bridges, that is the equivalent of 99 Troopers. The equation is as follows:

Specialized Patrol Troopers	X	Highway & Bridge Safety Percentage	=	Equivalent Highway & Bridge Safety Specialized Patrol Troopers
116	X	85%	=	99 Troopers

Occasionally, Field Troopers assigned to the Forensic Services Unit within the Crime Section will be called upon to assist with highway safety activities. This may include, for example, assisting with reconstructing the scene of a fatal traffic accident. The State Police estimates this accounts for 10 percent of a Forensic Services Unit's time. There are 53 such Troopers throughout Pennsylvania. If 10 percent of their time is spent assisting with highway safety activities, that is the equivalent of five Troopers.

Forensic Services Unit Troopers	X	Highway & Bridge Safety Percentage	=	Equivalent Highway & Bridge Safety Forensic Services Troopers
53	X	10%	=	5 Troopers

Finally, there are 228 Field Troopers assigned to various staff functions within the State Police Field Stations. The State Police estimate that about one-third of their time is spent on highway safety activities. One-third of these Troopers equates to 76 additional Troopers assisting with safety on the highways and bridges.

Staff Function Troopers	X	Highway & Bridge Safety Percentage	=	Equivalent Highway & Bridge Safety Staff Function Troopers
228	X	33.3%	=	76 Troopers

Table 15, shown below, illustrates the equivalent number of Patrol Troopers we calculated as dedicated to safety on highways and bridges.

Table 15

---



---

**Equivalent Number of Troopers Assigned to Safety on Highways and Bridges**

<u>Type of Trooper</u>	<u>Equivalent Troopers</u>
Core Patrol Function Troopers .....	1,755
Specialized Patrol Function Troopers.....	99
Forensic Services Unit Troopers .....	5
Staff Function Troopers .....	<u>76</u>
Total .....	1,935
Percent of Total Field Troopers .....	58%

---



---

Source: Developed by LB&FC staff with data provided by the Pennsylvania State Police.

**Total PSP Costs for Safety on Highways and Bridges**

We applied this percentage (58 percent) to each of the field commands and to those Offices/Bureaus/ Divisions at the Headquarters office that spend a significant portion of their time on highway safety.<sup>12</sup> Table 16 shows the summary information for our calculation of the amount PSP spent in FY 2015-16 for safety on highways and bridges.

---

<sup>12</sup> Most headquarters operations were allocated at 58 percent to highway safety. Depending on their function, however, some were allocated at 0 percent and a few were allocated at 100 percent to highway safety (see Table 17 for details).

Table 16

---

**PSP Cost for Safety on Highways and Bridges in FY 2015-16**

(\$ in millions)

	<u>Expenditures</u>	<u>Allocation Percentage</u>	<u>Highway Safety Expenditures</u>
Field Operations .....	\$ 714.0 <sup>a</sup>	58%	\$414.1
Troop T .....	43.5	0	0
Headquarters .....	<u>377.4</u>	32 <sup>a</sup>	<u>118.7</u>
Total .....	\$1,135.0	47%	\$532.8

<sup>a</sup> Most headquarters operations were allocated at 58 percent to highway safety. Depending on their function, however, some were allocated at 0 percent and a few were allocated at 100 percent to highway safety (see Table 17 for details).

Source: Developed by LB&FC from data provided by the Pennsylvania State Police.

---

The detail for this table is presented in Table 17.

Expressed in terms of highway and bridge work, if the PSP had been allocated only \$532.8 million from the Motor License Fund, rather than \$755 million, it would have increased the amount available in the Motor License Fund by \$222.2 million. This would have been sufficient to resurface about 1,111 lane miles of urban arterial roadway or design, replace, and maintain 138 bridges for the next 25 years.

We also note that in the Fiscal Code for FY 2016-17, the total MLF appropriation for FY 2017-18 has been restricted to no more than the appropriation for FY 2016-17. The appropriation is then reduced in succeeding years until FY 2027-28, and all years thereafter, to the greater of either \$500,000,000 or 60 percent of the total amount appropriated for FY 2016-17. See Appendix F for a complete listing of restrictions on the Motor License Fund Appropriation to the Pennsylvania State Police.

Table 17

---



---

**PSP FY 2015-16 Expenditures Allocated to Highway Safety**


---

<u>Deputate/Bureau/Division/Office</u>	<u>Expenditures</u>	<u>Allocation Percentage</u>	<u>Highway &amp; Bridge Safety Expenditures</u>
<b>Executive Offices</b>			
Commissioner's Office .....	\$ 632,579	58%	\$ 366,896
Chief Counsel .....	4,806,641	58	2,787,852
Policy & Legislative Affairs .....	838,879	58	486,550
Executive Services Office .....	5,204,040	0	-
Communications Office .....	430,112	0	-
MPOETC .....	5,543,800	58	3,215,404
Homeland Security .....	857,510	0	-
<b>Subtotal</b> .....	<b>\$18,313,561</b>		<b>\$6,856,701</b>
<b>Deputy Commissioner Admin. &amp; Prof. Resp.</b>			
Deputy Commissioner's Office .....	\$ 570,340	58%	\$ 330,797
<u>Bureau of Human Resources</u> .....	956,034	58	554,500
D. Organization and Mngt. ....	696,025	58	403,695
D. Emp. Ben. & Services .....	969,344	58	562,220
D. Labor Relations & Safety .....	793,864	58	460,441
D. Testing & Placement .....	779,584	58	452,159
<u>Discipline Office</u> .....	747,272	58	433,418
<u>Member Assistance Office</u> .....	1,589,060	58	921,655
<u>Equality/Inclusion Office</u> .....	826,755	58	479,518
<u>Bureau of Integrity and Professional Standards</u>	558,888	58	324,155
D. Internal Affairs .....	5,546,638	58	3,217,050
D. Systems & Process Review .....	2,634,436	58	1,527,973
<u>Bureau of Training &amp; Education</u> .....	7,632,856	58	4,427,056
D. Basic Training .....	11,525,483	58	6,684,780
D. Operational Training .....	<u>11,718,915</u>	58	<u>6,796,971</u>
<b>Subtotal</b> .....	<b>\$47,545,494</b>		<b>\$27,576,387</b>
<b>Deputy Commissioner of Operations</b>			
Deputy Commissioner's Office .....	\$ 762,616	58%	\$ 442,317
<u>Bureau of Patrol</u> .....	2,057,906	58	1,193,585
D. Patrol Services .....	1,277,349	58	740,862
D. Safety Program Division .....	3,265,168	100	3,265,168
D. Commercial Vehicle Safety .....	334,562	100	334,562
<u>Bureau of Criminal Investigations</u> .....	2,508,923	0	-
D. Special Investigations .....	19,997,586	0	-
D. Intelligence .....	16,288,367	0	-
D. Drug Law Enforcement .....	18,932,731	0	-
<u>Bureau of Liquor Enforcement</u> .....	1,680,458	0	-
D. Administrative .....	1,801,565	0	-
D. Operations .....	20,643,806	0	-

**Table 17 (Continued)**

<u>Deputate/Bureau/Division/Office</u>	<u>Expenditures</u>	<u>Allocation Percentage</u>	<u>Highway &amp; Bridge Safety Expenditures</u>
<u>Bureau of Em./Special Ops.</u> .....	\$ 1,168,370	58%	\$ 677,655
D. Tactical Operations .....	12,149,615	0	-
D. Special Services .....	9,738,790	58	5,648,498
<u>Bureau of Gaming Enforcement.</u> .....	-	0	-
D. Administrative.....	1,771,190	0	-
D. Operations.....	<u>25,094,217</u>	0	-
<b>Subtotal</b> .....	<b>\$139,473,219</b>		<b>\$12,302,648</b>
<b>Deputy Commissioner of Staff</b>			
Deputy Commissioner's Office.....	\$ 295,890	58%	\$ 171,616
<u>Bureau of Information Technology</u> .....	16,920,252	58	9,813,746
D. Project & Contract Management.....	20,568,622	58	11,929,801
D. Info. and Tech. Services .....	5,886,799	58	3,414,343
<u>Bureau of Forensic Services</u> .....	1,109,696	0	-
D. Inv. & Op. Support .....	7,960,107	0	-
D. Scientific Services .....	12,923,335	0	-
D. Quality Management.....	851,156	0	-
D. Forensic DNA.....	8,643,356	0	-
<u>Bureau of Staff Services</u> .....	1,426,153	58	827,169
D. Facility Management.....	3,297,209	58	1,912,381
D. Fiscal.....	709,735	58	411,646
D. Procurement and Supply .....	6,316,818	58	3,663,754
D. Transportation.....	3,649,958	58	2,116,976
<u>Bureau of Records/ID</u> .....	889,231	58	515,754
D. Operational Records .....	5,839,831	58	3,387,102
D. Criminal Records and Identification .....	8,145,439	0	-
D. Firearms .....	8,401,820	0	-
<u>Bureau of Research &amp; Development</u> .....	598,282	58	347,004
D. Logistics .....	4,823,184	58	2,797,447
D. Policy and Program Services.....	2,444,476	58	1,417,796
<u>Bureau of Comm./Info. Services</u> .....	1,701,398	58	986,811
D. Radio and Info. Services.....	8,932,644	58	5,180,934
D. Statewide Radio Network.....	<u>24,315,582</u>	58	<u>14,103,038</u>
<b>Subtotal</b> .....	<b>\$156,650,973</b>		<b>\$62,997,317</b>
<b>Area Commands and Troops</b> .....			
Area Commands .....	\$ 22,325,741	58%	\$ 12,948,930
<u>Area Command I</u> .....			
Troop B.....	58,842,876	58	34,128,868
Troop C.....	40,220,077	58	23,327,645
Troop D.....	42,387,814	58	24,584,932
Troop E.....	47,817,221	58	27,733,988

**Table 17 (Continued)**

<u>Deputate/Bureau/Division/Office</u>	<u>Expenditures</u>	<u>Allocation Percentage</u>	<u>Highway &amp; Bridge Safety Expenditures</u>
<u>Area Command II</u>			
Troop A.....	\$ 52,181,705	58%	\$ 30,265,389
Troop G.....	45,953,134	58	26,652,818
Troop H.....	75,940,968	58	44,045,761
Troop T.....	43,455,457	0	-
<u>Area Command III</u>			
Troop F.....	48,814,815	58	28,312,593
Troop N.....	46,095,587	58	26,735,440
Troop P.....	32,618,445	58	18,918,698
Troop R.....	34,876,239	58	20,228,219
<u>Area Command IV</u>			
Troop J.....	36,666,412	58	21,266,519
Troop K.....	46,311,057	58	26,860,413
Troop L.....	41,038,348	58	23,802,242
Troop M.....	<u>41,886,413</u>	58	<u>24,294,120</u>
<b>Subtotal.....</b>	<b><u>\$757,432,309</u></b>		<b><u>\$414,106,574</u></b>
<b>Other Special Costs<sup>a</sup>.....</b>	<b><u>\$15,443,977</u></b>	58%	<b><u>\$8,957,507</u></b>
<b>Subtotal.....</b>	<b><u>\$15,443,977</u></b>		<b><u>\$8,957,507</u></b>
<b>Annual Total.....</b>	<b><u>\$1,134,859,533</u></b>		<b><u>\$532,797,134</u></b>

<sup>a</sup> Includes other Departmental expenditures for special events, such as the Pope's visit and Penn State University football games.

Source: Developed by LB&FC staff from information provided by the Pennsylvania State Police.

**G. The Ratio of Money Spent on Highway Patrol, Administration, Training, Criminal Law Enforcement, Liquor Code Enforcement, and Gaming Code Enforcement Has Remained Stable Over the Previous Five Years.<sup>13</sup>**

As can be seen from Table 18 and Table 19 below, the ratio of money spent on highway patrol, administration, training, criminal law enforcement, liquor control enforcement, and gaming enforcement have not changed significantly over the study period. For example, the Pennsylvania State Police spent \$360 million and \$450 million on direct costs associated with patrol duty in 2011 and 2015, respectively.<sup>14</sup> While this is a nearly \$90 million increase over five years, the percentage of expenditures on patrol duty remained at 40 percent. Similarly, expenditures for criminal law enforcement, while increasing from \$344 million in 2011 to \$450 million in 2015, only increased from 38 percent to 40 percent of all State Police expenditures.

The only exception to this general trend was in administrative costs. While over the 2011 to 2015 period administrative costs decreased by 3 percent, they increased by \$40 million (3 percent) from 2011 to 2012. This can be attributed to an increase in spending by the Bureau of Communications and Information Services as well as an increase in spending for the Deputy Commissioner of Staff.

Table 18

<b>Pennsylvania State Police Expenditures</b>					
From 2011 to 2015					
	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Administration.....	\$129,784,995	\$163,448,020	\$141,562,467	\$166,014,484	\$126,026,069
Training .....	15,444,545	19,078,681	20,708,300	29,407,977	36,421,054
Patrol .....	360,278,060	362,924,980	389,507,317	405,090,080	450,148,580
Criminal .....	343,589,941	355,296,454	382,230,910	405,523,051	449,767,067
Liquor .....	20,232,401	22,624,956	22,881,558	23,931,595	24,125,829
Gaming.....	16,670,092	19,416,677	22,327,710	22,998,923	26,865,407
Other .....	<u>9,305,601</u>	<u>16,931,262</u>	<u>15,237,300</u>	<u>22,924,972</u>	<u>21,505,527</u>
Total .....	\$895,305,634	\$959,721,029	\$994,455,563	\$1,075,891,081	\$1,134,859,533

Source: Developed by LB&FC staff with data provided by the Pennsylvania State Police.

<sup>13</sup> In previous sections of this report, administrative costs were included in the total costs associated with safety on highways and bridges. For this section, we have separated out those costs.

<sup>14</sup> As noted previously, patrol includes, but is not exclusively, highway safety.



Table 19

---

**Percentage of State Police Expenditures on Selected Areas**  
From 2011 to 2015

---

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Administration.....	14%	17%	14%	15%	11%
Training .....	2	2	2	3	3
Highway .....	40	38	39	38	40
Criminal .....	38	37	38	38	40
Liquor .....	2	2	2	2	2
Gaming .....	2	2	2	2	2
Other .....	1	2	2	2	2

Source: Developed by LB&FC staff with data provided by the Pennsylvania State Police.

---



## **VI. Appendices**

---

THE GENERAL ASSEMBLY OF PENNSYLVANIA

---

HOUSE RESOLUTION

No. 622 Session of  
2015

---

INTRODUCED BY TAYLOR, W. KELLER, STURLA, BRIGGS, VEREB,  
SCHLOSSBERG, HEFFLEY, MILLARD, THOMAS, JAMES, MARSHALL,  
O'NEILL, NEILSON, PAYNE, GODSHALL, A. HARRIS, NESBIT, COHEN,  
READSHAW, HARPER, GROVE, SAYLOR AND GILLEN, DECEMBER 16, 2015

---

REFERRED TO COMMITTEE ON TRANSPORTATION, DECEMBER 16, 2015

---

A RESOLUTION

Directing the Legislative Budget and Finance Committee to conduct a comprehensive review of the appropriate and justifiable level of Motor License Fund support for the Pennsylvania State Police given the constitutional protection of that fund.

WHEREAS, The Constitutional Convention of 1967-1968 revised the Constitution of 1874; and

WHEREAS, Section 11(a) of Article VIII of the Constitution of Pennsylvania states "All proceeds from gasoline and other motor fuel excise taxes, motor vehicle registration fees and license taxes, operators' license fees and other excise taxes imposed on products used in motor transportation after providing therefrom for (a) cost of administration and collection, (b) payment of obligations incurred in the construction and reconstruction of public highways and bridges shall be appropriated by the General Assembly to agencies of the State or political subdivisions thereof"; and

WHEREAS, The Constitution of Pennsylvania further restricts the expenditure of these moneys by stating that they shall be "used solely for construction, reconstruction, maintenance and repair of and safety on public highways and bridges and costs and expenses incident thereto, and for the payment of obligations incurred for such purposes, and shall not be diverted by transfer or otherwise to any other purpose, except

## Appendix A (Continued)

that loans may be made by the State from the proceeds of such taxes and fees for a single period not exceeding eight months, but no such loan shall be made within the period of one year from any preceding loan, and every loan made in any fiscal year shall be repayable within one month after the beginning of the next fiscal year."; and

WHEREAS, The current proposed Commonwealth budget allocates more than \$750 million from the Motor License Fund to Pennsylvania State Police operations, comprising approximately two-thirds of the entire Pennsylvania State Police budget and representing approximately 12¢ per gallon in the price of gasoline, excluding the operations of Troop-T, which are entirely funded through toll revenues of the Pennsylvania Turnpike Commission; and

WHEREAS, At the current rate, the diverted amount is projected to grow to nearly \$1 billion in the next five years; and

WHEREAS, Pennsylvania has seen the diversion of money from the Motor License Fund to the Pennsylvania State Police in ever increasing dollar amounts for decades; and

WHEREAS, The first bill to stop this diversion was introduced in March 1995, and bills have been introduced to halt, cap or phase out the diversion in every session thereafter; and

WHEREAS, Residents of this Commonwealth were promised a "Decade of Investment" in our transportation infrastructure as a benefit of Act 89 of 2013; therefore be it

RESOLVED, That the House of Representatives direct the Legislative Budget and Finance Committee to conduct a comprehensive review of the resources typically expended by the Pennsylvania State Police in non-turnpike highway patrol activities; and be it further

RESOLVED, That the Legislative Budget and Finance Committee examine the appropriate and justifiable level of Motor License Fund support under the Constitution of Pennsylvania; and be it further

RESOLVED, That the Legislative Budget and Finance Committee identify expenditures in actual dollars, historically and projected, as well as the percentage breakdown by category of expenditure, such as highway patrol, general government operations, training, criminal law enforcement, liquor and other code enforcement; and be it further

RESOLVED, That the Legislative Budget and Finance Committee issue a report of its findings and recommendations to the House of Representatives no later than six months from the adoption of this resolution.

# APPENDIX B

## Supervisory Span-of-Control

### 10.01 PURPOSE

The purpose of this regulation is to establish the number of Commanders and Supervisors to be allocated/assigned to particular organizational segments of the Department.

### 10.02 POLICY

The Department shall promote adequate management, supervision, and guidance of subordinates, and ensure that normal day-to-day operations are properly directed and controlled by maintaining an appropriate supervisory span-of-control for all personnel.

### 10.03 SCOPE

This regulation applies to all organizational segments of the Department. Absent unusual or exigent circumstances, no more than nine personnel shall be under the immediate control of a Supervisor under normal day-to-day operations. The Commissioner has the discretion to modify any aspect of this regulation on a case-by-case basis as operational needs dictate.

### 10.04 COMMANDERS AND SUPERVISORS ALLOCATED/ASSIGNED TO TROOPS A THROUGH R

#### A. Troop Headquarters:

1. 1 Captain – Troop Commander.
2. 3 Lieutenants – Maximum of 1 each allocated/ assigned to the Criminal Investigation, Patrol, and Staff Services Sections.
3. 3 Sergeants – Maximum of 1 each allocated/ assigned to the Criminal Investigation, Patrol, and Staff Services Sections.

EXCEPTION: A second Sergeant is justified in the Patrol Section if there are 8 or more Corporals allocated/assigned to the Patrol Section/Unit. This includes any Corporals assigned to Troop-wide specialized positions within the Patrol Section, regardless of location within the Troop.

4. 1 Corporal – Minimum in the Criminal Investigation Section/Unit.
5. 3 Corporals – Minimum in the Patrol Section/Unit.
6. 1 Corporal – Vice/Narcotics Unit. A second Corporal is justified if there are 6 or more Troopers allocated/ assigned to the Vice/Narcotics Unit.
7. 1 Corporal – Staff Services Section/Unit. A second Corporal is justified if there are more than 18 Troopers and civilian personnel combined (excluding the Troop Administrative Manager, Troop clerical staff, and any Automotive Equipment Unit personnel under the supervisory span-of-control of an Auto Mechanic Supervisor) allocated/assigned to both the Staff Services Unit and any applicable Troop-wide specialized positions within the Staff Services Section.

#### 8. Troop-wide Specialized Positions:

- a. All Troop-wide specialized positions shall fall under the span-of-control of the appropriate Section Commander/ Supervisor at Troop Headquarters. This Commander/ Supervisor shall be responsible for completion of the Employee Performance Review, Form 363L, and other related supervisory documentation for each member/employee assigned to a Troop-wide specialized position under their supervision.

EXCEPTION: In those instances where two or more members are assigned to the same Troop-wide specialized job function, and one of those members is a Corporal, all Trooper positions within that specialized job function shall fall under the supervisory span-of-control of the Corporal. This Corporal shall be responsible for

## Appendix B (Continued)

completion of the Employee Performance Review and related supervisory documentation for each Trooper assigned to the specialized job function under their supervision. In those rare cases where the number of Troopers allocated/assigned to the specialized job function under the supervision of this Corporal exceeds nine members, the excess positions/personnel shall fall under the span-of-control of the appropriate Section Commander/ Supervisor at Troop Headquarters. Absent exigent or unusual circumstances, no more than one Corporal shall be assigned to a Troop-wide specialized job function.

- b. For the purposes of this regulation, Troop-wide specialized positions/functions include Collision Analysis and Reconstruction Specialists, Community Services Officers, Criminal Investigation Assessment Officers, Fire Marshals, Forensic Services Unit members, Intelligence Officers, full-time Motor Carrier Inspectors, Polygraph Operators, Troop Communications Specialists, and Vehicle Fraud Investigators. It shall also include Motor Carrier Enforcement Officers (MCEOs) and Motor Carrier Enforcement Supervisors (MCEs), in accordance with the applicable provisions of AR 8-2, Commercial Vehicle Enforcement Program.

### B. Stations:

1. The rank of a Station Commander is dependent upon the total number of positions, both enlisted and civilian combined, allocated to the Station, excluding any Troop-wide specialized positions. Only those positions accountable to Supervisors at that Station are counted towards the number of personnel necessary to establish the staffing threshold for the rank of the Station Commander.
  - a. In most cases, a Lieutenant shall command a Station allotted 48 or more positions, while 43 or fewer positions justify a Sergeant as Station Commander.
  - b. The rank of a Station Commander at a Station with an allocation ranging from 44 to and including 47 positions is generally dependent upon the number of supervisory positions allocated/assigned to the Station.
    - (1) A Lieutenant may command a Station with an allocation of 44 to 47 positions, when the allocation of Troopers and civilian personnel warrants 7 or more Supervisors, exclusive of any Patrol Sergeant positions.
    - (2) A Sergeant may command a Station with an allocation of 44 to 47 positions, when the allocation of Troopers and civilian personnel warrants 6 or fewer Supervisors.
    - (3) In all cases, the Deputy Commissioner of Operations shall determine the rank of the Station Commander for those Stations with an allocation of 44 to 47 positions, as necessary to ensure effective operations.
  - c. Certain local factors, individually examined on a case-by-case basis, may justify a Lieutenant Station Commander instead of a Sergeant in cases where a Station is below the staffing threshold necessary to justify a Lieutenant Station Commander. The decision concerning the rank of the Station Commander in these cases rests with the Deputy Commissioner of Operations, based upon needs unique to that Station.
2. Absent exigent or unusual circumstances, no Station commanded by a Sergeant shall have a second Sergeant allocated/assigned to it.
3. A Station commanded by a Lieutenant shall be allocated/assigned a Patrol Sergeant. A second Patrol Sergeant is justified if there are 8 or more Patrol Corporals allocated/assigned to that Station.
4. Stations shall be allocated/assigned a minimum of 1 Corporal in the Criminal Investigation Unit.

## Appendix B (Continued)

5. Stations shall be allocated/assigned a minimum of 3 Corporals in the Patrol Unit.
6. The only Station authorized a Staff Services Unit Supervisor is Troop B, Uniontown.  
NOTE: All Police Communications Operators (PCOs) allocated/assigned to Troop B, Uniontown shall fall under the supervisory span-of-control of this Supervisor.

### 10.05 COMMANDERS AND SUPERVISORS ALLOCATED/ASSIGNED TO TROOP T

- A. Troop Headquarters:
  1. 1 Captain – Troop Commander.
  2. 4 Lieutenants – Maximum of 1 each allocated/ assigned to the Central Patrol Section, Eastern Patrol Section, Western Patrol Section, and Staff Services Section.
  3. 1 Sergeant – Staff Services Section.
- B. Stations:
  1. 1 Sergeant – Station Commander.
  2. 3 Corporals – Minimum in the Patrol Unit.

### 10.06 SUPERVISORY SPAN-OF-CONTROL RATIOS FOR CRIMINAL INVESTIGATION AND PATROL SECTIONS/UNITS

- A. Criminal Investigation Section/Unit: The number of Supervisors allocated/assigned to the Criminal Investigation Section/Unit at Troop Headquarters is dependent upon the total number of Troopers allocated/assigned to both the Criminal Investigation Unit and any applicable Troop-wide specialized positions within the Criminal Investigation Section that do not fall under the supervisory span-of-control of a Corporal assigned to one of those specialized functions. The number of Supervisors allocated/assigned to the Criminal Investigation Unit at a Station is dependent solely upon the number of Troopers allocated/assigned to the Criminal Investigation Unit at that Station.
  1. Up to 5 Troopers are justified 1 Corporal.
  2. 6–11 Troopers are justified 2 Corporals.
  3. 12–17 Troopers are justified 3 Corporals.  
EXCEPTION: 12–17 Troopers are justified 1 Sergeant and 2 Corporals at Stations commanded by a Lieutenant.
  4. 18–23 Troopers are justified 4 Corporals.  
EXCEPTION: 18–23 Troopers are justified 1 Sergeant and 3 Corporals at Stations commanded by a Lieutenant.
- B. Patrol Section/Unit: The number of Supervisors allocated/ assigned to the Patrol Section/Unit at Troop Headquarters is dependent upon the total number of Troopers and MCEs/MCEOs allocated/assigned to both the Patrol Unit and any applicable Troop-wide specialized positions within the Patrol Section that do not fall under the supervisory span-of-control of a Corporal assigned to one of those specialized functions. The number of Supervisors allocated/assigned to the Patrol Unit at a Station is dependent upon the total number of Patrol Troopers and PCOs allocated/assigned to that Station.  
NOTE: The number of Supervisors allocated/assigned to the Patrol Unit at Troop B, Uniontown is dependent solely upon the total number of Patrol Troopers allocated/assigned to the Station.
  1. Up to 20 personnel are justified 3 Corporals.
  2. 21–27 personnel are justified 4 Corporals.
  3. 28–35 personnel are justified 5 Corporals.



## Appendix B (Continued)

4. 36–43 personnel are justified 6 Corporals.
  5. 44–51 personnel are justified 7 Corporals.
  6. 52–59 personnel are justified 8 Corporals.
  7. 60–67 personnel are justified 9 Corporals.
  8. 68–75 personnel are justified 10 Corporals.
  9. 76–83 personnel are justified 11 Corporals.
  10. 84–91 personnel are justified 12 Corporals.
- 10.07 DIRECTORS AND SUPERVISORS ALLOCATED/ASSIGNED TO BUREAUS/OFFICES
- A. Bureaus: Bureaus shall be directed by a Major, Captain, or civilian equivalent, at the discretion of the Commissioner, based on administrative and operational needs. In no instance shall a civilian direct a Bureau staffed with one or more members.
  - B. Divisions: Divisions may be directed by a Captain, Lieutenant, or civilian equivalent, depending upon the rank/classification of the Bureau Director and the administrative and operational needs of the Division. In no instance shall a civilian direct a Division staffed with one or more members.
  - C. Sections: Sections may be supervised by a Lieutenant, Sergeant, Corporal, or civilian equivalent, depending upon the rank/classification of the Division Director and the administrative and operational needs of the Section. A Trooper may supervise a Section if it is staffed exclusively with civilians. In no instance shall a civilian supervise a Section staffed with one or more members.
  - D. Units: Units may be supervised by a Sergeant, Corporal, or civilian equivalent, depending upon the rank/classification of the Section Supervisor and/or the administrative and operational needs of the Unit. A Trooper may supervise a Unit if it is staffed exclusively with civilians. In no instance shall a civilian supervise a Unit staffed with one or more members.
  - E. Executive and Administrative Offices: The Executive and Administrative Offices may be staffed by various personnel, at the discretion of the Commissioner and/or appropriate Deputy Commissioner(s), based on administrative and operational needs. Staffing consideration will be given to expertise and ability, and shall not necessarily require specific rank, classification, or limitations.

Source: Pennsylvania State Police.

## APPENDIX C

### **Status of Pennsylvania State Police Accreditation**

The Commission on Accreditation for Law Enforcement Agencies (CALEA) awarded accredited status to the Pennsylvania State Police on July 31, 1993. Approximately 665 law enforcement agencies in the United States have earned accreditation. The Pennsylvania State Police is the largest full service law enforcement agency in the CALEA accreditation system.<sup>1</sup> CALEA accreditation involves an on-site assessment to determine if an agency's policies, procedures, equipment, and personnel comply with CALEA accreditation standards. To maintain its accredited status, the Pennsylvania State Police underwent reaccreditation assessments in 1998 and every three years thereafter.

#### **CALEA**

The Commission is a private, non-profit corporation based in Fairfax, Virginia. It was founded in 1979 by the International Association of Chiefs of Police, the National Sheriffs' Association, the National Organization of Black Law Enforcement Executives, and the Police Executive Research Forum.

The Commission was formed to develop a set of law enforcement standards and to establish and administer an accreditation process through which law enforcement agencies could demonstrate that they meet professionally-recognized criteria for excellence in management and service-delivery.

#### **The Accreditation Standards**

The accreditation standards address six major law enforcement subjects: (1) role, responsibilities, and relationships with other agencies; (2) organization, management, and administration; (3) personnel administration; (4) law enforcement operations, operational support, and traffic law enforcement; (5) prisoner security and court-related services; and (6) auxiliary and technical services.

The accreditation standards are intended to help law enforcement agencies: (1) strengthen crime prevention and control capabilities; (2) formalize essential management procedures; (3) establish fair and nondiscriminatory personnel practices; (4) improve service delivery; (5) solidify interagency cooperation and coordination; and (6) boost citizen and staff confidence in the agency.

Law enforcement agencies that seek and attain accreditation are required to comply only with those standards that are specifically applicable to them. Applicability is based on the law enforcement agency's size and the functions it performs. Applicable standards are categorized as mandatory or other-than-mandatory. Agencies must comply with all applicable mandatory standards and 80 percent of applicable other-than-mandatory standards. If an agency cannot comply with a standard because of legislation, labor agreements, court orders, or case law, waivers can be sought from CALEA. The accreditation standards prescribe "what" agencies

---

<sup>1</sup> Other state police agencies that are accredited include the Connecticut State Police, the Delaware State Police, the Illinois State Police, the Maryland State Police, the New Jersey State Police, the New Mexico State Police, the Rhode Island State Police, and the Virginia State Police.

## **Appendix C (Continued)**

should be doing, not “how” they should be doing it. That decision is left up to the individual agency.

### **Benefits of Accreditation**

The Pennsylvania State Police cite the following as the benefits of accreditation:

- Accredited agencies are better able to defend themselves against lawsuits and citizen complaints, and some agencies have reported a decline in legal actions filed against them once they become accredited. Accreditation standards give agencies a proven management system of written directives, sound training. Clearly defined lines of authority, and routine reports that support decision-making and resource allocation.
- Accreditation proves objective evidence of an agency’s commitment to excellence in leadership, resource management, and service delivery. Thus, accreditation may enhance the confidence government officials have in an agency’s ability to operate efficiently and meet citizen needs.
- Accreditation embodies the precepts of community-oriented policing, and creates a forum in which police and citizen can work together to prevent and control crime. This partnership can help citizens understand the challenges confronting law enforcement and gives law enforcement clearer direction about community expectations.

### **Pennsylvania State Police Accreditation Reports.**

The Pennsylvania State Police received accreditation based upon 100 percent compliance with all mandatory standards. Additionally, the Department complied with the applicable 170 “other-than-mandatory” standards. (For purposes of accreditation, the Department would only have had to comply with 154 or 80 percent of the total applicable “other-than-mandatory” standards).

Source: Pennsylvania State Police.

## APPENDIX D

### Using Troop T to Project Potential PSP Highway Safety Costs

We attempted to determine how much it would cost the PSP to patrol state and local highways and bridges using Troop T (Turnpike) as a model. The Turnpike Commission reimbursed the PSP \$42.7 million in FY 2014-15 for the services it provided on 554 linear miles of the Pennsylvania Turnpike, or \$77,076 per mile.

Troop T functions almost exclusively as a highway safety patrol, thereby minimizing many of the competing functions that exist in other Troops. We made estimates based on two scenarios: (1) non-Turnpike Interstates patrolled at 50 percent of the level of Turnpike coverage, PennDOT-owned non-Interstate roadways covered at 25 percent of the Turnpike coverage level, and locally owned roadways in areas without local police coverage patrolled at 12.5 percent of Turnpike coverage; and (2) non-Turnpike Interstates patrolled at 50 percent of the level of Turnpike coverage; non-Interstate, non-locally owned rural roadways (i.e., primarily PennDOT owned rural roadways) covered at 25 percent of the Turnpike coverage level; and locally owned roadways in areas without local police coverage patrolled at 12.5 percent of Turnpike coverage.<sup>a</sup>

As shown below, we estimated PSP highway safety costs would be about \$989.4 million under Scenario 1 and \$652.2 million under Scenario 2.

**Scenario 1 - Reduced Turnpike rates and no PSP coverage for locally owned roads with local police coverage.**

	Linear Miles	Cost to Patrol (\$ Millions)	Cost Per Linear Mile
Non-Turnpike Interstate	1,313	\$50.6	\$38,538 <sup>b</sup>
Other (non-Interstate) Penn-DOT owned	38,457	\$741.0	\$19,269 <sup>c</sup>
Locally owned in jurisdictions without local police coverage <sup>d</sup>	20,523	\$197.7	\$9,634 <sup>e</sup>
Total annual projected PSP highway safety costs		\$989.4	

**Scenario 2 - Reduced Turnpike rates and no PSP coverage for non-Interstate roads in urban areas or locally owned roads with local police coverage.**

	Linear Miles	Cost to Patrol (\$ Millions)	Cost Per Linear Mile
Non-Turnpike Interstate	1,313	\$50.6	\$38,538 <sup>b</sup>
Non-Interstate, non-locally owned rural roadways	20,958	\$403.8	\$19,269 <sup>c</sup>
Locally owned in jurisdictions without local police coverage <sup>d</sup>	20,523	\$197.7	\$9,634 <sup>e</sup>
Total annual projected PSP highway safety costs		\$652.2	

<sup>a</sup> The first scenario assumes that local police (not PSP) will provide coverage on locally owned roadways that go through their jurisdiction whereas the second scenario assumes that local police will provide coverage on all non-Interstate, urban roadways that go through their jurisdiction (regardless of who owns the road) and all the locally owned roads in jurisdictions that have local police coverage.

<sup>b</sup> at 50% of Turnpike per mile cost.

<sup>c</sup> at 25% of Turnpike per mile cost.

<sup>d</sup> 26% of locally owned lane miles. (About 26% of PA population lives in areas without local police coverage. We therefore assumed that 26% of PA's 78,935 locally owned roads would be patrolled by the PSP.)

<sup>e</sup> at 12.5% of Turnpike per mile cost.

Source: Developed by LB&FC staff.

# APPENDIX E

## PSP Incidents Classified as Highway Safety in 2015 (Shaded Lines)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
0000	COLLISION-OTHER-NONE-NONE-NONE	44	106.8	4,699	78
0001	COLLISION-OTHER-NONE-NONE-AL	1	444.6	445	7
0002	COLLISION-OTHER-NONE-NONE-DR	0	505.6	0	0
0003	COLLISION-OTHER-NONE-NONE-AD	1	505.6	506	8
0010	COLLISION-OTHER-NONE-CV-NONE	5	129.6	648	11
0011	COLLISION-OTHER-NONE-CV-AL	0	470.1	0	0
0012	COLLISION-OTHER-NONE-CV-DR	0	509	0	0
0013	COLLISION-OTHER-NONE-CV-AD	0	509	0	0
0100	COLLISION-OTHER-INJ-NONE-NONE	5	114	570	10
0101	COLLISION-OTHER-INJ-NONE-AL	3	436.1	1,308	22
0102	COLLISION-OTHER-INJ-NONE-DR	1	483.5	484	8
0103	COLLISION-OTHER-INJ-NONE-AD	0	481.8	0	0
0110	COLLISION-OTHER-INJ-CV-NONE	0	152.7	0	0
0111	COLLISION-OTHER-INJ-CV-AL	0	484.55	0	0
0112	COLLISION-OTHER-INJ-CV-DR	0	509.85	0	0
0113	COLLISION-OTHER-INJ-CV-AD	0	509.85	0	0
0200	COLLISION-OTHER-FAT-NONE-NONE	0	820.9	0	0
0201	COLLISION-OTHER-FAT-NONE-AL	0	1256.7	0	0
0202	COLLISION-OTHER-FAT-NONE-DR	0	1256.7	0	0
0203	COLLISION-OTHER-FAT-NONE-AD	0	1256.7	0	0
0210	COLLISION-OTHER-FAT-CV-NONE	0	1053.8	0	0
0211	COLLISION-OTHER-FAT-CV-AL	0	1445.7	0	0
0212	COLLISION-OTHER-FAT-CV-DR	0	1445.7	0	0
0213	COLLISION-OTHER-FAT-CV-AD	0	1445.7	0	0
0300	COLLISION-OTHER-INJFAT-NON-NON	0	978.4	0	0
0301	COLLISION-OTHER-INJFAT-NONE-AL	0	1411.2	0	0
0302	COLLISION-OTHER-INJFAT-NONE-DR	0	1411.2	0	0
0303	COLLISION-OTHER-INJFAT-NONE-AD	0	1411.2	0	0
0310	COLLISION-OTHER-INJFAT-CV-NONE	0	1056.8	0	0
0311	COLLISION-OTHER-INJFAT-CV-AL	0	1625.7	0	0
0312	COLLISION-OTHER-INJFAT-CV-DR	0	1625.7	0	0
0313	COLLISION-OTHER-INJFAT-CV-AD	0	1625.7	0	0
1002	COLLISION- GONE ON ARRIVAL	4,663	24.8	115,642	1,927
1010	COLLISION- NR- NONE	26,518	73.3	1,943,769	32,396
1011	COLLISION- NR- AL	443	448	198,464	3,308
1012	COLLISION- NR- DR	121	448	54,208	903
1013	COLLISION- NR- AD	26	448	11,648	194
1100	ASSAULT- AGGRAVATED	1,080	465	502,200	8,370
1101	ASSAULT- ATTEMPTED HOMICIDE	49	479	23,471	391
1102	ASSAULT- HARASSMENT	10,387	122.9	1,276,562	21,276
1103	ASSAULT- KIDNAPPING	29	419	12,151	203
1104	ASSAULT- OTHER	318	216.5	68,847	1,147
1105	ASSAULT- PROPULSION OF MISSILE	162	158.9	25,742	429
1106	ASSAULT- RECKLESS ENDANGERING	729	324	236,196	3,937
1107	ASSAULT- RESISTING ARREST	135	371	50,085	835
1108	ASSAULT- SIMPLE	3,570	477.4	1,704,318	28,405
1109	ASSAULT- TERRORISTIC THREATS	860	367.4	315,964	5,266
1110	ASSAULT-AGGRVTD-MEMBER/OFFICER	60	301.1	18,066	301
1200	BACKGROUND INVEST- OTHER	259		0	0
1201	BACKGROUND INVEST- PSP APPLNCT	815		0	0
1301	BURGLARY- CRIMINAL TRESPASS	1,446	168.1	243,073	4,051

## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
1303	BURGLARY- OTHER	538	157.9	84,950	1,416
1304	BURGLARY- PROWLER	88	170	14,960	249
1305	BURGLARY- FALSE ALARM FAULT	26,282	29.3	770,063	12,834
1306	BURGLARY- FALSE ALARM NO-FAULT	2,740	28	76,720	1,279
1310	BURGLARY- BURG- OTHER	311	157.9	49,107	818
1311	BURGLARY- BURG- COMMERCIAL	1,170	165.6	193,752	3,229
1312	BURGLARY- BURG- CONSTRUCT SITE	60	160.1	9,606	160
1313	BURGLARY- BURG- RESIDENTIAL	5,884	162.3	954,973	15,916
1400	CANCELLED BY COMPLAINANT	26,825	3.3	88,523	1,475
1500	CLEAN REQUEST	148		0	0
1600	CRIMINAL MISCHIEF	8,415	104.1	876,002	14,600
1700	DEATH- ACCIDENTAL	223	260.7	58,136	969
1701	DEATH- HOMICIDE	62	1202	74,524	1,242
1702	DEATH- NATURAL	1,177	246.4	290,013	4,834
1703	DEATH- OTHER	242	246.4	59,629	994
1704	DEATH- SUICIDE	513	246.4	126,403	2,107
1705	DEATH- OVERDOSE	254	260.7	66,218	1,104
1800	D.C.- DISORDERLY CONDUCT	1,769	94.3	166,817	2,780
1801	D.C.- FALSE ALARM TO AGENCY	141	82.2	11,590	193
1803	D.C.- OTHER	231	111.2	25,687	428
1804	D.C.- RIOT	1	681.8	682	11
1900	DRUG- FOUND	384	92.2	35,405	590
1902	DRUG- OTHER	386	152.05	58,691	978
1903	DRUG- OVERDOSE	148	121.55	17,989	300
1904	DRUG- POSSESSION	4,425	378	1,672,650	27,878
1905	DRUG- SALE & MANUFACTURE	1,374		0	0
1920	DRUG- PHARM ACT/PRESCRIPTION	20	188.3	3,766	63
1921	DRUG - MARIJUANA ERADICATION	109		0	0
2000	ESCAPEE- MENTAL	4	242.3	969	16
2001	ESCAPEE- OTHER	95	243.7	23,152	386
2002	ESCAPEE- PRISON	121	387.1	46,839	781
2003	ESCAPEE- YOUTH	81	288.2	23,344	389
2100	ESCORT- MEDICAL RELAY	3	44.6	134	2
2101	ESCORT- OTHER	1,268	21	26,628	444
2102	ESCORT- RELAY	9	50	450	8
2103	ESCORT- OVERSIZE	453	7.6	3,443	57
2104	ESCORT- SUPERLOAD	1,987	7.6	15,101	252
2200	FIRE MARSHAL- ACCIDENTAL	632		0	0
2201	FIRE MARSHAL- ARSON	459		0	0
2202	FIRE MARSHAL- OTHER	118		0	0
2204	FIRE MARSHAL- SUSPICIOUS	0		0	0
2205	FIRE MARSHAL- UNKNOWN ORIGIN	716		0	0
2300	FIREARMS ACT VIOLATIONS	1,910	362.75	692,853	11,548
2400	GAMBLING- BOOKMAKING	1		0	0
2401	GAMBLING- GAMBLING DEVICES	0		0	0
2402	GAMBLING- LOTTERIES	1		0	0
2403	GAMBLING- OTHER	61		0	0
2404	GAMBLING- POOL SELLING	0		0	0
2405	GAMBLING- VIDEO DEVICE	0		0	0
2500	PROPERTY CHECK	1,924		0	0
2700	LIQUOR LAW- AUDIT	0		0	0
2701	LIQUOR LAW- BORDER PATROL	1		0	0
2702	LIQUOR LAW- FURN/SALE TO MINOR	60	129.6	7,776	130
2703	LIQUOR LAW- LICENSEE VIOLATION	0		0	0
2704	LIQUOR LAW- MINOR PATROL	15		0	0

## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
2705	LIQUOR LAW- OTHER	18		0	0
2706	LIQUOR LAW- PUBLIC DRUNKENNESS	841	105.9	89,062	1,484
2707	LIQUOR LAW- SPEAKEASIES	0		0	0
2708	LIQUOR LAW- UNDERAGE CONSUME	542	113.1	61,300	1,022
2710	LIQUOR LAW- INSUFFICIENT FUNDS	0		0	0
2711	LIQUOR LAW- NUISANCE ESTABLISH	0		0	0
2712	LIQUOR LAW- ROUTINE INSPECTION	0		0	0
2800	LOST & FOUND- ANIMALS	84	7.5	630	11
2801	LOST & FOUND- FIREARMS	407	137.1	55,800	930
2802	LOST & FOUND- OTHER	2,422	39.6	95,911	1,599
2803	LOST & FOUND- REGIS. PLATE	925	20.4	18,870	315
2900	MISSING PERSON- CATASTROPHE	0		0	0
2901	MISSING PERSON- DISABLED	34	218.7	7,436	124
2902	MISSING PERSON- ENDANGERED	201	196.1	39,416	657
2903	MISSING PERSON- OTHER	148	196.7	29,112	485
2904	MISSING PERSON- RUNAWAY	656	204.4	134,086	2,235
3000	OTHER- 911 HANGUP	9,200	32.6	299,920	4,999
3001	OTHER- ANIMAL ON ROADWAY	8,284	19.6	162,366	2,706
3002	OTHER- ATTEMPT TO LOCATE	2,541	83.5	212,174	3,536
3003	OTHER- ATTEMPTED SUICIDE	690	207.5	143,175	2,386
3004	OTHER- DEBRIS ON ROADWAY	18,014	6.4	115,290	1,921
3005	OTHER- DISTURBANCE	14,928	51.2	764,314	12,739
3006	OTHER- DOMESTIC	15,233	80	1,218,640	20,311
3007	OTHER- FUGITIVE FROM JUSTICE	454	351.1	159,399	2,657
3008	OTHER- LABOR DISPUTE	4	76	304	5
3009	OTHER- OTHER	6,479	41.9	271,470	4,525
3010	OTHER- PSP INVESTIGATION	977		0	0
3011	OTHER- SEE OFFICER	39,898	51.9	2,070,706	34,512
3012	OTHER- CRUELTY TO ANIMALS	265	140.6	37,259	621
3013	OTHER- SCATTERING RUBBISH	517	80.5	41,619	694
3014	OTHER- TOBACCO SALE TO MINOR	5	43.9	220	4
3015	OTHER- CRIMINAL INTELLIGENCE	285		0	0
3016	OTHER- DOMESTIC SECURITY CHECK	32,370		0	0
3017	OTHER- O.R. 325	4,445	41.7	185,357	3,089
3018	OTHER- CHECK ON WELFARE	4,662		0	0
3019	OTHER- CHILD CUSTODY	355		0	0
3020	OTHER- DOG LAW VIOLATION	198		0	0
3100	POLICE INFO- OTHER	14,535		0	0
3101	POLICE INFO- CHAP. 211 EXPLSV.	5		0	0
3200	REFERRED TO- OTHER AGENCY	8,127		0	0
3201	REFERRED TO- OTHER POLICE	9,195		0	0
3202	REFERRED TO- PSP STATION	3,411		0	0
3210	REFERRED TO- PA GAMING CTRL BD	4		0	0
3300	REQ. ASSIST- FINGERPRINTS	4,206	12	50,472	841
3301	REQ. ASSIST- MENTAL HEALTH ACT	3,729	147	548,163	9,136
3302	REQ. ASSIST- MOTORIST	56,709	14.1	799,597	13,327
3303	REQ. ASSIST- OTHER	6,234	45.8	285,517	4,759
3304	REQ. ASSIST- OTHER AGENCY	15,700	50.6	794,420	13,240
3305	REQ. ASSIST- OTHER POLICE	12,832	44.5	571,024	9,517
3306	REQ. ASSIST- POLICE/INTOX.TEST	153	45	6,885	115
3307	REQ. ASSIST- PSP STATION	8,074	70.7	570,832	9,514
3308	REQ. ASSIST- ALL/C.A.R.S.	575		0	0
3309	REQ. ASSIST- ALL/C.I.A.	133		0	0
3310	REQ. ASSIST- ALL/FORENSIC SVCS	3,893		0	0
3311	REQ. ASSIST- ALL/OTH SPEC SVCS	103		0	0

## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
3312	REQ ASSIST-CLANDESTINE LAB-PSP	54		0	0
3313	REQ ASSIST-CLANDESTINE LAB-OTH	140		0	0
3320	REQ ASSIST-FNGPRT-GAMING APP	1		0	0
3321	REQ ASSIST-FNGPRT-HORSE COMM	0		0	0
3322	REQ ASSIST-FNGPRT-HARNESS COMM	1		0	0
3323	REQ. ASSIST- CPST INSPECTION	2,181	0	0	0
3324	REQ ASSIST-SCHOOL RESOURCE OFF	2		0	0
3400	SEX OFFENSE- DEVIATE SEX INTER	233	220.8	51,446	857
3401	SEX OFFENSE- INCEST	29		0	0
3402	SEX OFFENSE- INDECENT ASSAULT	1,344	242.3	325,651	5,428
3403	SEX OFFENSE- INDECENT EXPOSURE	147	168.85	24,821	414
3404	SEX OFFENSE- OBSCENITY	50		0	0
3405	SEX OFFENSE- OPEN LEWDNESS	47	177.85	8,359	139
3406	SEX OFFENSE- OTHER	881	225.1	198,313	3,305
3407	SEX OFFENSE- PROSTITUTION	65		0	0
3408	SEX OFFENSE- RAPE	821	255.8	210,012	3,500
3409	SEX OFFENSE- STATUTORY RAPE	62	222.2	13,776	230
3410	SEX OFFENSE- SEXUAL ASSAULT	276		0	0
3500	SHOOTING- ACCIDENTAL	106	212.5	22,525	375
3501	SHOOTING- OTHER	17	248.5	4,225	70
3502	SHOOTING- PSP INVESTIGATION	2		0	0
3600	SPEECH- COMMUNITY RELATIONS	1,776		0	0
3601	SPEECH- OTHER	1,093		0	0
3602	SPEECH- SAFETY EDUCATION	942		0	0
3603	SPEECH- TOUR	99		0	0
3604	SPEECH- BLCE ALL EDUCATION	1		0	0
3605	SPEECH- BLCE CHOICES	0		0	0
3606	SPEECH- BLCE LICENSEE	0		0	0
3607	SPEECH- BLCE NUISANCE ESTAB	0		0	0
3701	VFI- OTHER INVESTIGATION	944		0	0
3702	VFI- FACIAL RECOGNITION	322		0	0
3703	VFI- DRIVER'S LICENSE MISUSE	104		0	0
3704	VFI- DEALER INVESTIGATION	198		0	0
3705	VFI- UNLICENSED DEALER INVEST.	14		0	0
3706	VFI- FULL AGENT/MSNGER INVEST.	21		0	0
3707	VFI- TITLE VIOLATION	83		0	0
3708	VFI- REGISTRATION VIOLATION	79		0	0
3709	VFI- ODOMETER INVESTIGATION	26		0	0
3710	VFI-INSPECTION STATION INVEST.	247		0	0
3711	VFI- AUTO SALVAGE YARD INVEST.	13		0	0
3712	VFI- AUTO AUCTION INVEST.	1		0	0
3713	VFI- NOTARY INVESTIGATION	10		0	0
3714	VFI- VIN VERIFICATION	564		0	0
3800	SUSPICIOUS PERSON- ALL	5,545	46.5	257,843	4,297
3900	THEFT- ALL OTHER	2,937	129.9	381,516	6,359
3901	THEFT- BAD CHECK	428	128.1	54,827	914
3902	THEFT- DECEPTION	1,133	132.2	149,783	2,496
3903	THEFT- FRAUD & FORGERY	5,989	138.5	829,477	13,825
3904	THEFT- MOTOR VEHICLE	1,173	196.6	230,612	3,844
3905	THEFT- RECEIVE STOLEN PROPERTY	392	273	107,016	1,784
3906	THEFT- RETAIL	4,538	173	785,074	13,085
3908	THEFT- SERVICES	305	137.7	41,999	700
3909	THEFT- UNAUTHORIZED USE OF MV	346	219.1	75,809	1,263
3910	THEFT- UNLAWFUL TAKING	7,627	138.4	1,055,577	17,593
3911	THEFT- UNLAW. USE OF COMPUTER	19	147	2,793	47



## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
3912	THEFT- FROM MOTOR VEHICLE	3,368	134.5	452,996	7,550
3913	THEFT- FROM CONSTRUCTION SITE	132	148.15	19,556	326
3914	THEFT- SCRAP METAL	97	149.1	14,463	241
3920	THEFT- ROBBERY- BANK	29	654.6	18,983	316
3921	THEFT-ROBBERY-DELIVERY PERSON	7	284.5	1,992	33
3922	THEFT- ROBBERY- PHARMACY	4	352.6	1,410	24
3923	THEFT-ROBBERY-SERV/CONV STORE	108	320.6	34,625	577
3924	THEFT- ROBBERY- OTHER	283	301.1	85,211	1,420
4000	TRAFFIC CONTROL- OTHER	2,295	46.4	106,488	1,775
4001	TRAFFIC CONTROL- WORK ZONE	189		0	0
4100	TRAFFIC VIOLATION- DUI	35		0	0
4101	TRAFFIC VIOLATION- OTHER	17,374	36.7	637,626	10,627
4102	TRAFFIC VIOLATION- DUI ALCOHOL	9,490	301	2,856,490	47,608
4103	TRAFFIC VIOLATION- DUI DRUG	2,414	386.9	933,977	15,566
4104	TRAFFIC VIOLATION-DUI DRUG&ALC	395	354.6	140,067	2,334
4105	TRAF VIO- DUI ALC- DRUG POS	233	468.7	109,207	1,820
4106	TRAF VIO- DUI DRUG- DRUG POS	1,426	506.5	722,269	12,038
4107	TRAF VIO-DUI DRUG&ALC-DRUG POS	214	500.2	107,043	1,784
4110	TRAFFIC VIOLATION- FLEE&ELUDE	327	352.2	115,169	1,919
4115	TRAFFIC VIOLATION- D.L. 640	7,886	20.2	159,297	2,655
4200	VEHICLE- ABANDONED	1,836	64.7	118,789	1,980
4201	VEHICLE- OTHER	275	44.5	12,238	204
4202	VEHICLE- RECOVERED	260	190.5	49,530	826
4203	VEHICLE- SUSPICIOUS	3,750	42.6	159,750	2,663
4204	VEHICLE- TOWED	3,876	54.7	212,017	3,534
4300	WARRANT- ACT 141- ARREST	72		0	0
4301	WARRANT- ACT 141- SEARCH	3		0	0
4400	WARRANT- CRIMINAL	5,142	134.8	693,142	11,552
4401	WARRANT- SEARCH	119		0	0
4402	WARRANT- TRAFFIC	1,695	82	138,990	2,317
4500	CIVIL PROCESS- PFA ORDER ENTRY	0		0	0
4501	CIVIL PROCESS- PFA ORDER SERV.	711	83	59,013	984
4502	CIVIL PROCESS- PFA ORDER VIOL.	1,056	276.2	291,667	4,861
4503	CIVIL PROCESS- OTHER	65	49	3,185	53
4600	MEGAN'S LAW- NOTIFY COMMUNITY	128	85	10,880	181
4601	MEGAN'S LAW- NOTIFY LAW ENF.	0		0	0
4602	MEGAN'S LAW- INVESTIGATION	449		0	0
4603	MEGAN'S LAW- OTHER	0		0	0
4604	MEGAN'S LAW- INIT REGISTRATION	521	30	15,630	261
4605	MEGAN'S LAW- VERIFICATION/UPD	45,127	15	676,905	11,282
4700	ORG CRIME- CHILD PORNOGRAPHY	11		0	0
4701	ORG CRIME- GEN. INVESTIGATION	1		0	0
4702	ORG CRIME- MONEY LAUNDERING	1		0	0
4703	ORG CRIME- ORG INSURANCE FRAUD	0		0	0
4704	ORG CRIME- POLITICAL CORRUPT	1		0	0
4705	ORG CRIME- RICO	0		0	0
4706	ORG CRIME- OTHER	29		0	0
4800	POLYGRAPH- OTHER AGENCY	204		0	0
4801	POLYGRAPH- PSP	246		0	0
4802	POLYGRAPH- PSP APPLICANT	1,087		0	0
4900	INTERSTATE HWY- CLEAR LINE ZNE	73,999	0	0	0
4901	INTERSTATE HWY- STATIONARY PTL	10,541	0	0	0
5000	COLLISION-TRAF-NONE-NONE-NONE	23,071	130.2	3,003,844	50,064
5001	COLLISION-TRAF-NONE-NONE-AL	1,480	444.6	658,008	10,967
5002	COLLISION-TRAF-NONE-NONE-DR	266	505.6	134,490	2,241

## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
5003	COLLISION-TRAF-NONE-NONE-AD	69	505.6	34,886	581
5010	COLLISION-TRAF-NONE-CV-NONE	1,686	154.9	261,161	4,353
5011	COLLISION-TRAF-NONE-CV-AL	27	470.1	12,693	212
5012	COLLISION-TRAF-NONE-CV-DR	8	509	4,072	68
5013	COLLISION-TRAF-NONE-CV-AD	1	509	509	8
5100	COLLISION-TRAF-INJ-NONE-NONE	12,961	138	1,788,618	29,810
5101	COLLISION-TRAF-INJ-NONE-AL	1,356	436.1	591,352	9,856
5102	COLLISION-TRAF-INJ-NONE-DR	289	483.5	139,732	2,329
5103	COLLISION-TRAF-INJ-NONE-AD	91	481.8	43,844	731
5110	COLLISION-TRAF-INJ-CV-NONE	944	179.5	169,448	2,824
5111	COLLISION-TRAF-INJ-CV-AL	28	484.55	13,567	226
5112	COLLISION-TRAF-INJ-CV-DR	18	509.85	9,177	153
5113	COLLISION-TRAF-INJ-CV-AD	1	509.85	510	8
5200	COLLISION-TRAF-FAT-NONE-NONE	267	820.9	219,180	3,653
5201	COLLISION-TRAF-FAT-NONE-AL	53	1256.7	66,605	1,110
5202	COLLISION-TRAF-FAT-NONE-DR	17	1256.7	21,364	356
5203	COLLISION-TRAF-FAT-NONE-AD	4	1256.7	5,027	84
5210	COLLISION-TRAF-FAT-CV-NONE	45	1053.8	47,421	790
5211	COLLISION-TRAF-FAT-CV-AL	2	1445.7	2,891	48
5212	COLLISION-TRAF-FAT-CV-DR	1	1445.7	1,446	24
5213	COLLISION-TRAF-FAT-CV-AD	1	1445.7	1,446	24
5300	COLLISION-TRF-INJFAT-NONE-NONE	106	978.4	103,710	1,729
5301	COLLISION-TRAF-INJFAT-NONE-AL	18	1411.2	25,402	423
5302	COLLISION-TRAF-INJFAT-NONE-DR	12	1411.2	16,934	282
5303	COLLISION-TRAF-INJFAT-NONE-AD	1	1411.2	1,411	24
5310	COLLISION-TRAF-INJFAT-CV-NONE	20	1056.8	21,136	352
5311	COLLISION-TRAF-INJFAT-CV-AL	1	1625.7	1,626	27
5312	COLLISION-TRAF-INJFAT-CV-DR	3	1625.7	4,877	81
5313	COLLISION-TRAF-INJFAT-CV-AD	0	1625.7	0	0
5400	INTERDICTION-HOTEL-NONE	1		0	0
5401	INTERDICTION-HOTEL-DRUG	11		0	0
5402	INTERDICTION-HOTEL-WEAPON	0		0	0
5403	INTERDICTION-HOTEL-FUGTV	2		0	0
5404	INTERDICTION-HOTEL-ALIEN	0		0	0
5405	INTERDICTION-HOTEL-CNTRFT	0		0	0
5406	INTERDICTION-HOTEL-CRNCY	0		0	0
5407	INTERDICTION-HOTEL-OTHER	0		0	0
5409	INTERDICTION-HOTEL-UNDET	0		0	0
5410	INTERDICTION-SHPR-NONE	0		0	0
5411	INTERDICTION-SHPR-DRUG	1		0	0
5412	INTERDICTION-SHPR-WEAPON	0		0	0
5413	INTERDICTION-SHPR-FUGTV	0		0	0
5414	INTERDICTION-SHPR-ALIEN	0		0	0
5415	INTERDICTION-SHPR-CNTRFT	0		0	0
5416	INTERDICTION-SHPR-CRNCY	4		0	0
5417	INTERDICTION-SHPR-OTHER	0		0	0
5419	INTERDICTION-SHPR-UNDET	0		0	0
5420	INTERDICTION-TRMNL-NONE	0		0	0
5421	INTERDICTION-TRMNL-DRUG	1		0	0
5422	INTERDICTION-TRMNL-WEAPON	0		0	0
5423	INTERDICTION-TRMNL-FUGTV	0		0	0
5424	INTERDICTION-TRMNL-ALIEN	0		0	0
5425	INTERDICTION-TRMNL-CNTRFT	0		0	0
5426	INTERDICTION-TRMNL-CRNCY	4		0	0
5427	INTERDICTION-TRMNL-OTHER	0		0	0

## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
5429	INTERDICTION-TRMNL-UNDET	0		0	0
5430	INTERDICTION-STGLKR-NONE	0		0	0
5431	INTERDICTION-STGLKR-DRUG	0		0	0
5432	INTERDICTION-STGLKR-WEAPON	0		0	0
5433	INTERDICTION-STGLKR-FUGTV	0		0	0
5434	INTERDICTION-STGLKR-ALIEN	0		0	0
5435	INTERDICTION-STGLKR-CNTRFT	0		0	0
5436	INTERDICTION-STGLKR-CRNCY	0		0	0
5437	INTERDICTION-STGLKR-OTHER	0		0	0
5439	INTERDICTION-STGLKR-UNDET	0		0	0
5440	INTERDICTION-RNTVH-NONE	0	109.4	0	0
5441	INTERDICTION-RNTVH-DRUG	1	439.4	439	7
5442	INTERDICTION-RNTVH-WEAPON	0	640.4	0	0
5443	INTERDICTION-RNTVH-FUGTV	0	318.9	0	0
5444	INTERDICTION-RNTVH-ALIEN	0	381.3	0	0
5445	INTERDICTION-RNTVH-CNTRFT	0	531.5	0	0
5446	INTERDICTION-RNTVH-CRNCY	1	361.9	362	6
5447	INTERDICTION-RNTVH-OTHER	1	315.8	316	5
5449	INTERDICTION-RNTVH-UNDET	0	173.4	0	0
5500	INTERDICTION-HWY-NONE	599	109.4	65,531	1,092
5501	INTERDICTION-HWY-DRUG	342	439.4	150,275	2,505
5502	INTERDICTION-HWY-WEAPON	5	640.4	3,202	53
5503	INTERDICTION-HWY-FUGTV	190	318.9	60,591	1,010
5504	INTERDICTION-HWY-ALIEN	12	381.3	4,576	76
5505	INTERDICTION-HWY-CNTRFT	6	531.5	3,189	53
5506	INTERDICTION-HWY-CRNCY	13	361.9	4,705	78
5507	INTERDICTION-HWY-OTHER	27	315.8	8,527	142
5509	INTERDICTION-HWY-UNDET	0	173.4	0	0
5510	INTERDICTION-SHLD-NONE	717	109.4	78,440	1,307
5511	INTERDICTION-SHLD-DRUG	414	439.4	181,912	3,032
5512	INTERDICTION-SHLD-WEAPON	13	640.4	8,325	139
5513	INTERDICTION-SHLD-FUGTV	196	318.9	62,504	1,042
5514	INTERDICTION-SHLD-ALIEN	3	381.3	1,144	19
5515	INTERDICTION-SHLD-CNTRFT	5	531.5	2,658	44
5516	INTERDICTION-SHLD-CRNCY	17	361.9	6,152	103
5517	INTERDICTION-SHLD-OTHER	10	315.8	3,158	53
5519	INTERDICTION-SHLD-UNDET	0	173.4	0	0
5600	DOMESTIC SECURITY CHECK- CIKR	14,541		0	0
5601	DOMESTIC SECURITY CHECK- OTHER	45,742		0	0
6000	COLLISION-HR-NONE-NONE-NONE	7,230	146.4	1,058,472	17,641
6001	COLLISION-HR-NONE-NONE-AL	283	463.3	131,114	2,185
6002	COLLISION-HR-NONE-NONE-DR	48	507.3	24,350	406
6003	COLLISION-HR-NONE-NONE-AD	15	512.4	7,686	128
6010	COLLISION-HR-NONE-CV-NONE	565	142.5	80,513	1,342
6011	COLLISION-HR-NONE-CV-AL	3	463.3	1,390	23
6012	COLLISION-HR-NONE-CV-DR	1	509	509	8
6013	COLLISION-HR-NONE-CV-AD	0	509	0	0
6100	COLLISION-HR-INJ-NONE-NONE	450	252.9	113,805	1,897
6101	COLLISION-HR-INJ-NONE-AL	83	525.45	43,612	727
6102	COLLISION-HR-INJ-NONE-DR	18	563.55	10,144	169
6103	COLLISION-HR-INJ-NONE-AD	7	563.55	3,945	66
6110	COLLISION-HR-INJ-CV-NONE	41	256.15	10,502	175
6111	COLLISION-HR-INJ-CV-AL	4	545.1	2,180	36
6112	COLLISION-HR-INJ-CV-DR	1	583.1	583	10
6113	COLLISION-HR-INJ-CV-AD	0	583.1	0	0

## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
6200	COLLISION-HR-FAT-NONE-NONE	1	1368.6	1,369	23
6201	COLLISION-HR-FAT-NONE-AL	1	1581.5	1,582	26
6202	COLLISION-HR-FAT-NONE-DR	0	1581.5	0	0
6203	COLLISION-HR-FAT-NONE-AD	1	1581.5	1,582	26
6210	COLLISION-HR-FAT-CV-NONE	0	1368.6	0	0
6211	COLLISION-HR-FAT-CV-AL	0	1581.5	0	0
6212	COLLISION-HR-FAT-CV-DR	0	1581.5	0	0
6213	COLLISION-HR-FAT-CV-AD	0	1581.5	0	0
6300	COLLISION-HR-INJFAT-NONE-NONE	2	1368.6	2,737	46
6301	COLLISION-HR-INJFAT-NONE-AL	1	1581.5	1,582	26
6302	COLLISION-HR-INJFAT-NONE-DR	3	1581.5	4,745	79
6303	COLLISION-HR-INJFAT-NONE-AD	0	1581.5	0	0
6310	COLLISION-HR-INJFAT-CV-NONE	0	1368.6	0	0
6311	COLLISION-HR-INJFAT-CV-AL	0	1581.5	0	0
6312	COLLISION-HR-INJFAT-CV-DR	0	1581.5	0	0
6313	COLLISION-HR-INJFAT-CV-AD	0	1581.5	0	0
6400	CIAA-OTHER	5	55	275	5
6401	CIAA-ON-SCENE INVEST OR ARREST	0	83.9	0	0
6500	MC SAFETY- SCH BUS/VEH SPT CHK	0		0	0
6501	MC SAFETY- SCH BUS ANNUAL INSP	0		0	0
6502	MC SAFETY-NEW ENT SAFETY AUDIT	0		0	0
6503	MC SAFETY- COMPLIANCE REVIEW	10		0	0
6504	MC SAFETY- SPR LOAD WEIGH/INSP	1,090		0	0
6600	GAMING- CHEATING	0		0	0
6601	GAMING- THEFT VOUCHER/CREDITS	4		0	0
6602	GAMING- POSSESS CHEAT DEVICE	0		0	0
6603	GAMING- POS. KEYS/CRIME TOOLS	0		0	0
6604	GAMING- UNDER AGE 21 OFFENSE	2		0	0
6605	GAMING- SELF EXCLUSION	14		0	0
6606	GAMING- REFERRED TO PGCB	0		0	0
7000	COLLISION-PP-NONE-NONE-NONE	738	85	62,730	1,046
7001	COLLISION-PP-NONE-NONE-AL	9	320.1	2,881	48
7002	COLLISION-PP-NONE-NONE-DR	0	345.3	0	0
7003	COLLISION-PP-NONE-NONE-AD	0	345.3	0	0
7010	COLLISION-PP-NONE-CV-NONE	52	91.6	4,763	79
7011	COLLISION-PP-NONE-CV-AL	0	388.7	0	0
7012	COLLISION-PP-NONE-CV-DR	0	413.9	0	0
7013	COLLISION-PP-NONE-CV-AD	0	413.9	0	0
7100	COLLISION-PP-INJ-NONE-NONE	216	89.8	19,397	323
7101	COLLISION-PP-INJ-NONE-AL	5	371.9	1,860	31
7102	COLLISION-PP-INJ-NONE-DR	0	397.1	0	0
7103	COLLISION-PP-INJ-NONE-AD	2	397.1	794	13
7110	COLLISION-PP-INJ-CV-NONE	5	109	545	9
7111	COLLISION-PP-INJ-CV-AL	0	388.7	0	0
7112	COLLISION-PP-INJ-CV-DR	0	413.9	0	0
7113	COLLISION-PP-INJ-CV-AD	0	413.9	0	0
7200	COLLISION-PP-FAT-NONE-NONE	0	696.9	0	0
7201	COLLISION-PP-FAT-NONE-AL	0	857.8	0	0
7202	COLLISION-PP-FAT-NONE-DR	0	857.8	0	0
7203	COLLISION-PP-FAT-NONE-AD	0	857.8	0	0
7210	COLLISION-PP-FAT-CV-NONE	0	696.9	0	0
7211	COLLISION-PP-FAT-CV-AL	0	857.8	0	0
7212	COLLISION-PP-FAT-CV-DR	0	857.8	0	0
7213	COLLISION-PP-FAT-CV-AD	0	857.8	0	0
7300	COLLISION-PP-INJFAT-NONE-NONE	0	696.9	0	0

## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
7301	COLLISION-PP-INJFAT-NONE-AL	0	857.8	0	0
7302	COLLISION-PP-INJFAT-NONE-DR	0	857.8	0	0
7303	COLLISION-PP-INJFAT-NONE-AD	0	857.8	0	0
7310	COLLISION-PP-INJFAT-CV-NONE	0	696.9	0	0
7311	COLLISION-PP-INJFAT-CV-AL	0	857.8	0	0
7312	COLLISION-PP-INJFAT-CV-DR	0	857.8	0	0
7313	COLLISION-PP-INJFAT-CV-AD	0	857.8	0	0
8000	COLLISION-PED-NONE-NONE-NONE	28	133.3	3,732	62
8001	COLLISION-PED-NONE-NONE-AL	0	482	0	0
8002	COLLISION-PED-NONE-NONE-DR	0	507.3	0	0
8003	COLLISION-PED-NONE-NONE-AD	0	507.3	0	0
8010	COLLISION-PED-NONE-CV-NONE	0	191.8	0	0
8011	COLLISION-PED-NONE-CV-AL	0	482	0	0
8012	COLLISION-PED-NONE-CV-DR	0	507.3	0	0
8013	COLLISION-PED-NONE-CV-AD	0	507.3	0	0
8100	COLLISION-PED-INJ-NONE-NONE	158	159.3	25,169	419
8101	COLLISION-PED-INJ-NONE-AL	5	461.6	2,308	38
8102	COLLISION-PED-INJ-NONE-DR	0	486.9	0	0
8103	COLLISION-PED-INJ-NONE-AD	0	486.9	0	0
8110	COLLISION-PED-INJ-CV-NONE	9	193.1	1,738	29
8111	COLLISION-PED-INJ-CV-AL	0	507.3	0	0
8112	COLLISION-PED-INJ-CV-DR	0	532.5	0	0
8113	COLLISION-PED-INJ-CV-AD	0	532.5	0	0
8200	COLLISION-PED-FAT-NONE-NONE	12	1025.3	12,304	205
8201	COLLISION-PED-FAT-NONE-AL	0	1379.7	0	0
8202	COLLISION-PED-FAT-NONE-DR	1	1379.7	1,380	23
8203	COLLISION-PED-FAT-NONE-AD	0	1379.7	0	0
8210	COLLISION-PED-FAT-CV-NONE	1	1065.8	1,066	18
8211	COLLISION-PED-FAT-CV-AL	0	1379.7	0	0
8212	COLLISION-PED-FAT-CV-DR	0	1379.7	0	0
8213	COLLISION-PED-FAT-CV-AD	0	1379.7	0	0
8300	COLLISION-PED-INJFAT-NONE-NONE	3	1065.8	3,197	53
8301	COLLISION-PED-INJFAT-NONE-AL	0	1379.7	0	0
8302	COLLISION-PED-INJFAT-NONE-DR	0	1379.7	0	0
8303	COLLISION-PED-INJFAT-NONE-AD	0	1379.7	0	0
8310	COLLISION-PED-INJFAT-CV-NONE	0	1065.8	0	0
8311	COLLISION-PED-INJFAT-CV-AL	0	1379.7	0	0
8312	COLLISION-PED-INJFAT-CV-DR	0	1379.7	0	0
8313	COLLISION-PED-INJFAT-CV-AD	0	1379.7	0	0
9000	COLLISION-PSP-NONE-NONE-NONE	742	55.5	41,181	686
9001	COLLISION-PSP-NONE-NONE-AL	5	180.2	901	15
9002	COLLISION-PSP-NONE-NONE-DR	2	180.2	360	6
9003	COLLISION-PSP-NONE-NONE-AD	1	180.2	180	3
9010	COLLISION-PSP-NONE-CV-NONE	13	63	819	14
9011	COLLISION-PSP-NONE-CV-AL	0	215.9	0	0
9012	COLLISION-PSP-NONE-CV-DR	0	215.9	0	0
9013	COLLISION-PSP-NONE-CV-AD	0	215.9	0	0
9100	COLLISION-PSP-INJ-NONE-NONE	57	122.25	6,968	116
9101	COLLISION-PSP-INJ-NONE-AL	2	215.9	432	7
9102	COLLISION-PSP-INJ-NONE-DR	1	215.9	216	4
9103	COLLISION-PSP-INJ-NONE-AD	0	215.9	0	0
9110	COLLISION-PSP-INJ-CV-NONE	4	121.5	486	8
9111	COLLISION-PSP-INJ-CV-AL	0	215.9	0	0
9112	COLLISION-PSP-INJ-CV-DR	0	215.9	0	0
9113	COLLISION-PSP-INJ-CV-AD	0	215.9	0	0

## Appendix E (Continued)

Classification Code	Description	Statewide Total	STAF Time (min)	Total Time (min)	Total Time (hrs)
9200	COLLISION-PSP-FAT-NONE-NONE	0	624	0	0
9201	COLLISION-PSP-FAT-NONE-AL	0	624	0	0
9202	COLLISION-PSP-FAT-NONE-DR	0	624	0	0
9203	COLLISION-PSP-FAT-NONE-AD	0	624	0	0
9210	COLLISION-PSP-FAT-CV-NONE	0	624	0	0
9211	COLLISION-PSP-FAT-CV-AL	0	624	0	0
9212	COLLISION-PSP-FAT-CV-DR	0	624	0	0
9213	COLLISION-PSP-FAT-CV-AD	0	624	0	0
9300	COLLISION-PSP-INJFAT-NONE-NONE	1	624	624	10
9301	COLLISION-PSP-INJFAT-NONE-AL	0	624	0	0
9302	COLLISION-PSP-INJFAT-NONE-DR	0	624	0	0
9303	COLLISION-PSP-INJ FAT-NONE-AD	0	624	0	0
9310	COLLISION-PSP-INJFAT-CV-NONE	0	624	0	0
9311	COLLISION-PSP-INJ FAT-CV-AL	0	624	0	0
9312	COLLISION-PSP-INJ FAT-CV-DR	0	624	0	0
9313	COLLISION-PSP-INJ FAT-CV-AD	0	624	0	0
N/A	TRAFFIC CITATION	534,372	8	4,274,976	71,250
N/A	WRITTEN WARNING	252,402	3	757,206	12,620

Source: Pennsylvania State Police.

## APPENDIX F

### **Fiscal Code Restrictions on Transfers From the Motor License Fund to the PA State Police**

As stated in Fiscal Code, §1798.2-E. Motor License Fund, an appropriation from the Motor License Fund to the Pennsylvania State Police is restricted as follows:

- FY 2017-2018: MLF appropriation shall not exceed the total amount appropriated in FY 2016-2017.
- FY 2018-2019: MLF appropriation shall not exceed 96% of the total amount appropriated for FY 2016-2017.
- FY 2019-2020, MLF appropriation shall not exceed 92% of the total amount appropriated for FY 2016-2017.
- FY 2020-2021, MLF appropriation shall not exceed 88% of the total amount appropriated for FY 2016-2017.
- FY 2021-2022, MLF appropriation shall not exceed 84% of the total amount appropriated for FY 2016-2017.
- FY 2022-2023, MLF appropriation shall not exceed 80% of the total amount appropriated for FY 2016-2017.
- FY 2023-2024, MLF appropriation shall not exceed 76% of the total amount appropriated for FY2016-2017.
- FY 2024-2025, MLF appropriation shall not exceed 72% of the total amount appropriated for FY 2016-2017.
- FY 2025-2026, MLF appropriation shall not exceed 68% of the total amount appropriated for FY2016-2017.
- FY 2026-2027, MLF appropriation shall not exceed 64% of the total amount appropriated for FY 2016-2017.
- FY 2027-2028 and each fiscal year thereafter, the total amount of the appropriation shall not exceed the greater of: (i) \$500,000,000; or (ii) 60% of the total amount appropriated for the same purpose in fiscal year 2016-2017.

Source: FY 2016-17 Fiscal Code §1798.2-E. Motor License Fund.





APPENDIX G  
**Response to This Report**

RECEIVED MAR 20 2017



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA STATE POLICE  
1800 ELMERTON AVENUE  
HARRISBURG, PA. 17110

OFFICE OF COMMISSIONER

March 20, 2017

Mr. Philip R. Durgin  
Executive Director  
Legislative Budget and Finance Committee  
400A Finance Building, 613 North Street  
Post Office Box 8737  
Harrisburg, Pennsylvania 17105

Dear Mr. Durgin:

A copy of the study conducted by the Legislative Budget and Finance Committee, pursuant to House Resolution 2015-622, has been received by the Pennsylvania State Police (PSP). On behalf of the men and women of the PSP, I would like to convey my sincere gratitude to the members of the Legislative Budget and Finance Committee for their professionalism and collaboration in working with the members of my staff who assisted with the study. We sincerely appreciate the opportunity to review the study in advance of its release and provide feedback that may be beneficial to the Committee and other members of the General Assembly.

Based on our review of the study, the PSP finds the document and the methodology used to arrive at the conclusions contained therein were thorough and comprehensive. However, there are a few areas the PSP believes should be revisited by the Committee to ensure the accuracy and overall objectivity of the study.\* They are as follows:

- Troops A through R, Staff Services Sections: Of the 228 sworn members, 30 are assigned as Community Services/Public Information Officers and spend approximately 50 percent of their time conducting public education programs and campaigns promoting highway safety.
- Bureau of Patrol, Patrol Services Division: The sole mission of this bureau/division is highway safety. Their activities coordinate highway safety efforts throughout the Commonwealth. Many of them being in conjunction with our municipal policing partners.
- Bureau of Forensic Services: The Scientific Services Division, Forensic DNA Division, and Quality Management Division perform or assist with laboratory testing of serology samples associated with driving under the influence arrests, and conduct analyses of trace evidence and DNA samples associated with hit-and-run and fatal motor vehicle crashes. Additionally, the Investigation and Operational Support Division provides training to Troop Forensic Services Unit members pertaining to evidence collection and documentation of hit-and-run and fatal motor vehicle crash scenes.

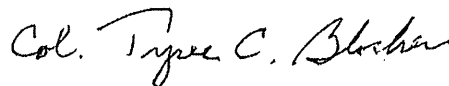
\*Please see LB&FC response that follows this letter.

- Bureau of Criminal Investigation, Drug Law Enforcement Division: The SHIELD Section (Safe Highways Interdiction through Effective Law Enforcement and Detection), which falls under this division, utilizes marked patrol vehicles and performs traffic stops and criminal interdiction on the highways. This provides a level of deterrence with respect to highway drug interdiction and safety.
- Bureau of Emergency and Special Operations, Tactical Operations Division: The Canine Section, which falls under this division, utilizes marked patrol vehicles, performs traffic stops, and provides a level of deterrence with respect to highway safety. Additionally, the Aviation Unit conducted 60 speed enforcement details in 2016 and provides assistance with highway pursuits.
- Communications Office: This office is responsible for issuing press releases and public statements concerning various highway safety initiatives conducted by the PSP.

Given these additional considerations, the PSP believes the appropriate and justifiable level of revenue it receives from the Motor License Fund (MLF) should be set at a level similar to that in recent years.\* The PSP has long held that the current 75 percent MLF ratio is sound and objective, given the fact that approximately 75 percent of the sworn members allocated to Troops A through R are assigned to the patrol function.

Once again, I would like to thank the Legislative Budget and Finance Committee for working with the PSP on this important study and for providing the opportunity to review the document in advance of its release. Please do not hesitate to contact me or a member of my executive staff if you have any questions or would like to further discuss this matter.

Sincerely,



Colonel Tyree C. Blocker  
Commissioner

---

\*As noted in the LB&FC response, if all the suggestions made in this letter were added in, the total cost to the PSP for highway safety in FY 2015-16 would have been approximately \$571.2 million.

## **Legislative Budget and Finance Committee Response to Commissioner Blocker's Letter Dated March 20, 2017**

We calculated how much our estimate would have changed if we had concurred with all of the points made in the Pennsylvania State Police's letter of March 20, 2017, as follows:

- The cost of 30 Troopers in Troops A through R, Staff Service Sections spending 50 percent of their time on highway safety (our report estimated their time on highway safety at 33.3 percent) would add \$1.4 million to the PSP's highway safety costs.
- Including the Bureau of Patrol's Patrol Services Division as 100 percent highway safety (we allocated its costs at 58 percent highway safety) would add \$.5 million to the PSP's highway safety costs.
- Including the Bureau of Forensic Services as a prorated bureau (i.e., allocating 58 percent of its costs to highway safety) would add \$18.3 million to the PSP's highway safety costs.
- Including the Bureau of Criminal Investigation's Drug Law Enforcement Division as a prorated division (i.e., allocating 58 percent of its costs to highway safety) would add \$11 million to the PSP's highway safety costs.
- Including the Bureau of Emergency and Special Operations' Tactical Operations Division as a prorated division (i.e., allocating 58 percent of its costs to highway safety) would add \$7 million to the PSP's highway safety costs.
- Including the Communications Office as a prorated office (i.e., allocating 58 percent of its costs to highway safety) would add \$0.2 million to the PSP's highway safety costs.

The changes suggested by the PSP total \$38.4 million, and would increase our estimate of the "appropriate and justifiable" level of Motor License Funding from \$532.8 million to \$571.2 million, still well below the actual FY 2015-16 appropriation from the MLF of \$755 million.

March 21, 2017