

sheriff, which generally have exclusive jurisdiction over specified vehicle-related offenses. As such, those townships will not incur any additional costs to exercise the bill's enforcement and arrest authority over the portions of the National Highway System that are in the township.

For those townships that are not out currently patrolling these areas, additional costs, likely minimal at most, may be incurred if violations are contested, thereby requiring the township officer to appear in court. Any costs incurred by a county or municipality, including case processing by the traffic violations bureau, will be more or less offset by the collection of court costs and fees. A fine for a violation of state traffic law or specified vehicle-related local ordinances will be credited to the treasury of the county in which the violation occurred, while a violation of specified vehicle-related township ordinances will be credited to the treasury of the township in which the violation occurred. A violator will also be required to pay state court costs, which for a moving violation total \$37.50, and are apportioned between four state funds: the Victims of Crime/Reparations Fund (Fund 4020), the Indigent Defense Support Fund (Fund 5DY0), the Drug Law Enforcement Fund (Fund 5ET0), and the Justice Program Services Fund (Fund 4P60).

According to the 2010 census, of Ohio's 1,308 townships, seven have a population of more than 50,000. There are currently 93 township police districts and no joint police districts. Under the bill, all township officers with territory within a National Highway System roadway that is not an interstate highway will have specified vehicle-related offense enforcement authority. The number and location of townships containing National Highway System roadways is uncertain.