

Greenbook
LBO Analysis of Enacted Budget
Ohio Board of Motor Vehicle Repair

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LBO Greenbook

Ohio Board of Motor Vehicle Repair

Quick look...

- The Ohio Board of Motor Vehicle Repair is responsible for the registration and regulation of around 2,000 collision repair facilities, auto glass replacement and repair businesses, airbag replacement and repair businesses, mobile auto repair units, and window tint installers.
- The Board is entirely supported by registration fees and receives no money from the GRF.
- The appropriated funding levels are sufficient for the Board to maintain FY 2019 operations during the FY 2020-FY 2021 biennium.

FY 2016 Actual	FY 2017 Actual	FY 2018 Actual	FY 2019 Actual	FY 2020 Appropriation	FY 2021 Appropriation
Fund 4K90 ALI 865601, Operating Expenses					
\$518,632	\$541,460	\$573,786	\$584,567	\$623,948	\$636,389
% change	4.4%	6.0%	1.9%	6.7%	2.0%

Agency overview

The Board of Motor Vehicle Repair is responsible for the registration and regulation of collision repair facilities, auto glass replacement and repair businesses, airbag replacement and repair businesses, mobile auto repair units, and window tint installers.¹ The Board currently has approximately 2,000 businesses registered.² The required annual registration fee is \$225.

The Board's governing authority consists of seven members appointed by the Governor with the advice and consent of the Senate. The Board is required to meet at least four times per year. Members receive a per diem amount fixed by state law when attending to board matters and are compensated for expenses incurred in the discharge of their duties. The Board's day-to-day operations are handled by five full-time employees (an executive director, a program administrator, two investigators, and an investigator assistant).

The Board is entirely supported by money appropriated from the Occupational Licensing and Regulatory Fund (Fund 4K90).

¹ The Board was created as a result of the enactment of Am. Sub. H.B. 143 of the 122nd General Assembly, effective December 18, 1997.

² Registration exempted groups include: motor vehicle, auction and salvage dealers, fleet operations (these entities are already licensed under other specific state laws and governance), and hobbyists repairing four or less motor vehicles in a calendar year.

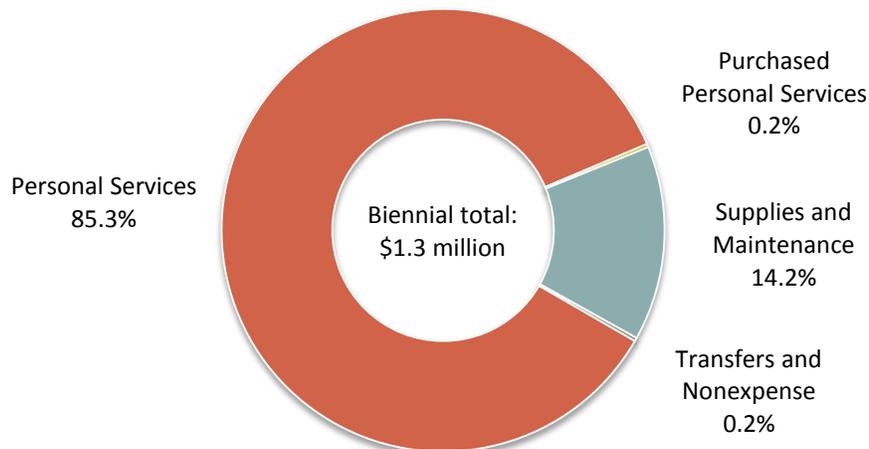
Analysis of FY 2020-FY 2021 budget

The enacted budget generally funds the Board's requested amount in each fiscal year and will allow the Board to maintain FY 2019 service delivery levels during the FY 2020-FY 2021 biennium.

Appropriations by expense category

Chart 1 below summarizes the manner in which the Board is expected to allocate its appropriations for the FY 2020-FY 2021 biennium. As the chart shows, just over 85% of the biennial funding will be allocated for personal services (wages, salaries, fringe benefits, and payroll checkoff charges). The remainder will be allocated for supplies and maintenance (14.2%), purchased personal services (0.2%), and transfers and nonexpense (0.2%).

Chart 1: Board of Motor Vehicle Repair Budget by Expense Category, FY 2020-FY 2021 Biennium*



*Does not total 100% due to rounding

Historical operating revenues and expenses

The Board of Motor Vehicle Repair is currently one of 19 occupational licensing and regulatory boards and commissions that deposit all, or most, of their revenue collections into the Occupational Licensing and Regulatory Fund (Fund 4K90), and draw on that fund to finance most, if not all, of their annual operating expenses.

Chart 2 below shows the Board's annual revenue collections and expenditures from FY 2012 through FY 2018. From FY 2013 through FY 2018, the Board incurred a deficit as a result of having to hire additional personnel and purchase new equipment to register window tint operators and track window tint provision violations in accordance with S.B. 114 of the 129th General Assembly.

Chart 2: Board of Motor Vehicle Repair Revenues and Expenditures, FY 2012-FY 2018

