

From: "Matt Zistel" <tzistel@gmail.com>  
To: amy@ospoa.com  
Subject: More Troops-  
Date: 1/28/2019 7:05:27 AM

To whom it may concern,

I have been working as a trooper for over 10 years now and stationed at an area command that covers over 600 miles of state highway. That number also includes over 100 miles of interstate. For the entire span of my career, it is normal for only two or three troopers to be covering all that area. Unfortunately, that leaves most of our secondary highways unworked as we get stuck to the interstate with calls and higher traffic volume. We still receive calls for service on the secondary highways, vehicles passing in no passing zones, vehicles not maintaining their lane and stranded motorists. We are so short handed we are sometimes 50+ miles away and have to see if a deputy from a county agency, which is also under staffed, can respond. More troopers on the road would mean better coverage of our highways and quicker response times to incidents. More troopers would mean less drunk, drugged, drowsy and distracted drivers on the highways. Which means safer highways for Oregonians.

Respectfully,  
Matt Zistel



From: "erich timko" <erichtimko@yahoo.com>  
To: amy@ospoa.com  
Subject: Trooper Support Letter  
Date: 1/28/2019 7:56:56 AM

To Whom It May Concern,

My name is Erich Timko and I am currently a detective assigned to the Major Crimes Section in the Criminal Division. I am based out of John Day, but am the only OSP detective for Grant, Wheeler, and Harney Counties, which are my areas of responsibility. I have worked out of the John Day Outpost since 2002 and have worked in the Patrol Division, Fish & Wildlife Division, and Criminal Divisions.

I can whole heartedly say that having additional troopers would greatly support our effectiveness in proactively addressing traffic safety issues, fish, wildlife, and resource damages, drug related crimes, and person crimes. Our patrol troopers at times respond to crashes, driving complaints, stranded motorists, domestic assaults, and outside agency assists in not only Grant County, but also at least three surrounding counties. This is many times due to the trooper being the only one on duty and response times can be up to two hours. This puts citizens at greater risk, but also the trooper without adequate back up.

Additionally, many times, troopers provide the only assistance and back up for local agencies, that are small and limited in staff and resources.

I can also say that when we have a major crimes call out, or search warrant service, the troopers provide the most immediate response and assistance in the investigation. Timely response is critical when medical aid is needed for an injured victim, or for quickly locating a potential dangerous suspect.

We have also seen our share of natural disasters in our area, from horrific wildfires, to floods. Troopers have provided aid in evacuations, highway closures, and served in other capacities, outside of what one would consider the role of a trooper.

We currently have only two fish and wildlife trooper to cover a multitude of hunting units, in multiple counties. Wildlife violators know this, and take advantage of the fact that the likelihood of being caught by a trooper is minimal.

In closing, I would greatly appreciate your support for more troopers throughout Oregon, not from just a professional stance, but also from a personal one, because I know I would have greater peace of mind as me and my family travel and recreate throughout Oregon.

Sincerely and Respectfully,

Erich Timko



Members of the House Judiciary Committee,

My name is Zac Cochran, I am a Trooper with the Oregon State Police. I am currently working out of the Albany Area Command in the Fish and Wildlife Division tasked with protecting the natural resources of Oregon. I wanted to thank you for taking the time to consider House Bill 2046 and I wanted to share my support for House Bill 2046.

The Fish and Wildlife division is made up of 120 members across the state. We share the daunting task of protecting the natural resources of the beautiful State of Oregon; covering approximately 98,466 square miles. This leaves each Trooper with an enormous area to patrol. With the dwindling amount of patrol Troopers, Fish and Wildlife Troopers are continually spending countless hours handling calls of service for patrol related activities.

In the Albany Area Command we often times have a single patrol Trooper working. We routinely have no patrol Troopers on duty from 2:00 AM to 6:00 AM. The lack of patrol Troopers significantly impacts the amount of time Fish and Wildlife Trooper's spend protecting the natural resources of Oregon. Increasing the staffing in the patrol division would greatly increase the time we get to spend protecting the States resources for Oregonians and generations to come.

I support House Bill 2046 and I hope you will as well.

Sincerely,

Trooper Zac Cochran



Dear Members of the Judiciary Committee  
Oregon House of Representatives

Dear Sir/Ma'am,

I am a Senior Trooper with the Oregon State Police. I am currently assigned as a detective to the Lottery Security Section. I have been an Oregon State Trooper for 11 years and have been assigned to the Coos Bay Office for my entire career. Being in my current assignment gives me a fly on the wall insight into the current struggles of the patrol division. I am also the office union representative and have done so for the last six years. One of the biggest concerns I hear from the patrol troopers currently is how they have to work alone. This has been an issue of the Coos Bay Patrol Division for all of my career.

I would like to quickly share with you two scenarios. One is a time when I had to handle a situation alone with no backup, OSP or otherwise. The other scenario is of a time when our office was staffed at what is considered full levels and how we were able to take a proactive approach to a trooper almost being struck by a motorist.

I was working a day shift on Powers Highway during a holiday season. I had made a traffic stop on a vehicle that had two occupants. The male driver exited the vehicle and while I was trying to explain the reason for the stop, his body language suggested that he was making a plan to run. The female occupant sat calmly in the vehicle.

I questioned the male driver about my observations. He ultimately admitted to me that he was a felon on Parole and that he had not been in contact with his parole officer. The gentleman expressed his concern about having a warrant, his girlfriend not having a license to operate the vehicle, and the fact that it was the holidays. I knew that his concerns were based on emotions and emotions can be very strong and cause people to make poor choices. This was a real concern for my safety. He was a large statured man who was emotional with felony convictions and I was alone. I had to use my training in Verbal Judo to try to calm the man down.

To make the situation worse, a vehicle had pulled up behind my patrol vehicle. The occupants in the other vehicle knew the people I had stopped and wanted to see what was going on. Officer safety 101 says NEVER put your back to people and I was now pinned in between two potentially unknown threats. I had called for a cover unit. None was available. I had also confirmed that the male drive did in fact have a state-wide felony warrant. Alone and without help, I had to take the suspect into custody. I was lucky because it went without incident. However, there were parts of the stop that I had to compromise my ability to do a thorough investigation. Often times felons will traffic drugs, weapons, or stolen goods and this suspect worked really hard to separate himself from his vehicle. I was not able to conduct a proper investigation, but I did have concerns about the aforementioned. My search of the suspect was not as thorough as it should have been. A slow methodical search of a custody should be conducted before you put any custody into the back of your patrol vehicle. Bad searches get officers killed.

My next example is what a proactive approach to law enforcement can accomplish. Again, working a day shift when our office was operating at a full capacity, one of my co-workers were nearly hit by a motorist on a traffic stop. Talking with him I learned that he had been hit in the past during a traffic stop. I was not okay with this. The station commander allowed me to put together a tactical plan. I put together a plan on a heavy patrol day, I invited several members of the local media to come ride in various patrol vehicles and our emphasis that day was on the move over law. It was a successful ride along and tactical plan with the media. A story went out on the local news, in the local newspaper and out on video. To check out the video go to: <https://benjaminbrayfield.wordpress.com/tag/tiffany-crutchfield/>.





That particular tactical plan was spurred on by one of my co-workers nearly getting hit. But the law applies to all highway workers, tow truck operators and now anyone stopped on the side of a highway. Making the citizens in Oregon aware of the dangers that lurk out on the highways is always a win in the battle for saving lives. Hopefully this gives you a small snippet into the differences that staffing levels can have for our agency.

I would implore you and your committee to support HB 2046 and allow the Oregon State Police to better serve the citizens of this great state and all who travel through it.

Thank you for your time and consideration of this very important matter.

Respectfully,

Tiffany Crutchfield-Detective  
Oregon State Police



January 24, 2019

To whom it may concern,

I'm writing this letter in the hope that you will support HB 2046. As a citizen of this state that uses our streets and highways on a regular basis, we need the Oregon State Police to have a constant presence on our highways and interstates. I work at the OSP Forensics Lab in Clackamas and I'm usually on the road between 3:30am and 3:45am. Over the 10 years commuting from Salem to Clackamas, I've had to call 911 on four different occasions to report tractor-trailers traveling in a hazardous manner. The vehicles were traveling at speeds well above the posted 60mph, and more importantly could not maintain their position in their lane. As a Forensic Scientist in the Toxicology section, I know that these observations are considered potential signs of impairment. All four times I was informed by dispatch that a county deputy would be called to intercept the vehicle, but OSP Troopers were not yet available. I was told that Troopers along the I-5 corridor between Salem and Portland didn't start their shifts until 6am. On two of the occasions, I followed the semi-trucks from Woodburn to the I-205 interchange before having to take I-205 and leave the semi traveling northbound on I-5. I truly believe that the drivers of the semi-trucks I witnessed were impaired. It may not have been due to alcohol or drugs, but exhaustion and/or lack of sleep can cause the same level of impairment. Yes, the hours in which I've witnessed potential impaired driving were early morning hours when traffic is light, but we need our highways and interstates to be safe at all times of the day and increasing Troopers on our highways and interstates will be a good step forward.

I'm also writing this letter because of my on-the-job training and experience. As I mentioned previously, I'm employed as a Forensic Scientist with the Oregon State Police Forensic Services Division (OSP-FSD); currently working in the Toxicology section. Our section is responsible for the analysis of blood and urine samples submitted by law enforcement agencies throughout the State of Oregon as a result of Driving Under the Influence (DUI) cases. Our section also supports the Implied Consent Program (ICP) by managing the Intoxylizer 8000 breath testing instruments used by all law enforcement agencies throughout the State of Oregon. Ethanol, as a central nervous system depressant has been shown to induce impairment with blood alcohol levels as low as 0.05%. This level of impairment is cognitive in nature but can be identified by several signs. These signs can include the inability of the driver to maintain speed or position of their vehicle on the roadway. The ability of the driver to identify hazards on the roadway or periphery can also be impaired and reaction times can increase. In fact, due to the overwhelming volume of research conducted in the field of impairment and low BAC's, the American Medical Association and the National Highway Traffic Safety Institute have made recommendations that states adopt a lower *per se* BAC limit. In fact, Utah is the first state in the nation to adopt their recommendation. In 2006 R.D. Blomberg *et. al.*<sup>1</sup> evaluated the crash risk associated with a driver's BAC from data collected in Long Beach, CA and Fort Lauderdale, FL. They reported that at a BAC of 0.05%, drivers are 38% more likely to be involved in a motor vehicle crash when compared to a sober driver (BAC = 0.00%). By the time a driver's BAC climbs to 0.08%, their risk of being involved in a crash increased to 57%. The average blood alcohol content we observe from blood draws in Oregon are in excess of 0.14% BAC. For the Implied Consent unit, the average breath test result is also in excess of 0.14% BAC. Using the data reported from Blomberg *et al*, these drivers are just over 6-times more likely to be involved in a motor vehicle crash than a sober driver. While most of the blood evidence



collected is the result of a motor vehicle crash, completed breath tests typically result from observed bad driving. I'm always amazed that individuals with this high of a BAC have the capacity to operate their vehicle, albeit not safely. These individuals should not be on our roads and highways and one way we can ensure that they stay off our roads and highways is by having a strong law enforcement presence. The only way this can be achieved is to increase the number of Troopers on patrol.

In conclusion, I strongly encourage you to support HB 2046. I consider impaired driving as one of the costliest yet preventable offenses that individuals commit in our state. While education may help reduce the number of DUI drivers on our roads and highways, I feel that a stronger law enforcement presence will do far more. Please consider the safety of yourself, your family and your fellow citizens when deciding whether to support HB 2046.

Thank you for your time and consideration,

Michael D. Jackson, Ph.D.  
Forensic Scientist, Toxicology and Implied Consent  
Oregon State Police Forensic Services Division

1. Blomberg, Richard D.; Peck, Raymond C.; Moskowitz, Herbert; Burns, Marcelline; Fiorentino, Dary "Crash Risk of Alcohol Involved Driving" A Case-Control Study" 2005. Web. 27 January 2019. <http://www.dunlapandassociatesinc.com/crashriskofalcoholinvolveddriving.pdf>



Nearly every day, Oregon State Police Dispatch takes calls from motorists reporting dangerous and potentially impaired drivers on Oregon highways. Sadly, due to staffing levels, many of these vehicles are never contacted by law enforcement. There can be a variety of reasons (no description of the vehicle, long time delay between when they last saw the vehicle and when they call in) but all-to-often, the low number of Troopers in an area means these drivers are not stopped. Even more frustrating for callers, they sometimes pass a Trooper pulled over with another vehicle who is unable to clear because that driver is also impaired.

With the low staffing levels, there are areas that sometimes have no Troopers on in certain area. There are local troopers that can be called out in an emergency but suspicious vehicles and impaired drivers would be long gone before we could even get approval to request a callout, let alone give them to get dressed and in their patrol car.

Dispatchers make every effort to try to find an available Trooper, often passing a call to a unit that is up to fifty miles ahead of that suspect vehicle if they have a reasonable belief that vehicle will stay on the highway that long. Sometimes we call the local law enforcement in that county to see if they have a deputy of officer in that area but most of the time those units are on priority calls of their own ; trying to do so much with so few units.

State Police offices do not have 24/7 coverage, which also means that any middle-of-the-night crash has to be approved by the oncall supervisor and a Trooper "Called Out." Unfortunately, this often means response times of over an hour before a Trooper can get on scene. Again, our county partners try to help out by sometimes handling the calls for us or holding the scene until OSP can arrive. But often their own staffing levels prevent this and impaired drivers are able to leave the scene before law enforcement arrives.

Increasing Trooper staffing levels would help Oregon State Police as well as the Counties where those Troopers operate. More Troopers would mean we would be able to help back up the local law enforcement on their critical incidents just as they help us now on ours.

Does Oregon State Police do it's very best to be efficient with our current staffing levels? Yes. Will Troopers be able to respond to every complaint even with increased staffing? Realistically, no. However, Oregon State Police has proved it is able to be responsible with the resources entrusted to its care. Increase in those resources will go towards safeguarding Oregon and trying to keep Oregon highways, state parks, state buildings and state property safe for the citizens of Oregon.

Sarah Thompson  
Dispatcher  
Oregon State Police





To Whom it May Concern,

My name is Evan Sether, and I've been an Oregon State Trooper for ten years, having worked as a municipal police officer for nearly five years before that. I support House Bill 2046 to tie Trooper staffing to our state population.

I was hired as part of significant hiring push for "139 Troopers" in 2008-2010. I began working in our Springfield Area Command at a time when only one patrol office operated beyond 20 hours per day. As we expanded to 22 hour and eventually 24 hour coverage, I would often discover I was the only Trooper on-duty in the entire state in the middle of the night. I already had a large patrol zone encompassing approximately 5000 square miles across three counties, so it was normal to drive over 400-500 miles in a shift. On more than one occasion, I responded 30-40 miles *further* out of my patrol zone to cover calls for service in the middle of the night.

I am unable to tally the number of crashes or other calls I handled alone during my six years in Springfield, where the assistance of another Trooper would have accelerated the resolution and substantially lowered the risk of danger to myself and the public. It was an alarming feeling, having come from my previous agency where a cover officer was seconds or maybe a few minutes away. In my new patrol office, a cover officer could be 60-90 minutes away. Such realities alter how you work when your goal is to make it home safe to your family every night; pragmatism trumps unnecessary personal risk. For a Trooper working in rural counties in other parts of the state, I can only imagine their concerns are magnified.

My support for House Bill 2046 is not grounded solely in the safety of our Troopers. I want our citizens to be safe in their homes and on our highways. We cannot accept that hundreds of motorists, bicyclists and pedestrians will die every year on our highways. We cannot accept diminished protection of our natural resources. We cannot accept forensic backlogs that plague and delay our criminal justice system. We cannot accept population and infrastructure growth outpacing public safety services. The mission of the Oregon State Police is to protect the people, property, and natural resources of the State of Oregon. Give us the means to do that.

Please join me in supporting House Bill 2046.

Respectfully,

Evan Sether, Sergeant  
Oregon State Police  
University Area Command



From: "halsey" <halsey@ospoa.com>  
To: "Amy Lindseth" <amy@ospoa.com>  
Subject: Letter in support of more Troops.  
Date: 1/27/2019 9:47:56 PM

I am currently assigned to the Fish and Wildlife Division, but have worked in the patrol division as well. I am very proud that the Fish and Wildlife Division is part of the Oregon State Police. I Currently am a Sgt on one of the 15 FW teams we have in Oregon. There are many times when the local patrol offices are running with only one patrol Troop on duty. At times, my FW Troops are primarily doing patrol activities because the one Patrol Troop working is tied up with a Duii (2 hours), a serious injury crash, a warrant arrest, drug interdiction, or a myriad of other calls. We are all on the same team for sure, and none of my FW Troops are not going to help, but our primary responsibility is to protect the natural resources of this great and beautiful state. We need more Patrol Troopers so the FW Troops can focus on our mission. The other thing I constantly hear on the radio, is the Patrol Troop cant make it to the driving complaint because they are in the office working on one of many reports they are behind on. To few Troops to burden the call load. There are legitimate reports that citizens are taking the time to call in that are simply not being addressed.

Sent from my Verizon, Samsung Galaxy smartphone



Dear Members of The House Judiciary Committee,

My name is Jenna Andrews, and I am the proud wife of an Oregon State Trooper. I believe so strongly in the work the men and women of OSP carry out and the positive impact they have on the communities all over Oregon. As the wife of a Trooper, I have learned the ins and outs of the career he is fiercely dedicated to. My biggest concern is the safety of my husband and the many friends I've come to know who he works with. The lack of troopers on the road is a huge liability for the safety of the public and the troopers. We saw it play out with Trooper Cederberg and the shooting he was involved in. The long response times for cover, or worse no cover available at all is unacceptable. I know this occurs firsthand because ride-alongs I have joined my husband on. On two separate ride-alongs my husband was patrolling remote areas and was involved in foot pursuits with potentially dangerous subjects and there wasn't another trooper for miles to assist him. This occurrence plays out multiple times a year where we expect troopers to apprehend criminals by themselves with no cover available. Aside from my fears for his safety, I share his concerns and frustrations with the multiple calls for service which go unanswered every day. I share his belief in public service and it is frustrating when I have to explain the lack of troopers to members of the community who ask why calls go unanswered. Why in a state as progressive as Oregon do we allow for our State Police to slip to such low numbers. When will we prioritize public safety and the safety of the troopers. I'm asking the members of The House Judiciary Committee to respectfully consider passing HB 2046 and make Oregon a safer place.

Sincerely,

Jenna Andrews



From: "Danny & Tina Routt" <tbdroutt@gmail.com>  
To: "Amy Lindseth" <amy@ospoia.com>  
Subject: House Bill 2046 Support Letter  
Date: 1/27/2019 9:00:19 PM

To whom it may concern,

I am writing this letter in support of House bill 2046 for more Trooper staffing. I am writing from two different perspectives; one as a former OSP dispatcher, and one as a Trooper's spouse.

As a prior dispatcher for both Medford 911 and the Oregon State Police, I have experienced firsthand the difference between working with a fully staffed shift of officers and working with an under staffed shift of Troopers. When I was dispatching, one thing I took pride in was the ability to be one step ahead of the officers anticipating their needs before they asked such as having their records returns ready and knowing where the next unit was if they called for cover. I felt it was my duty to be their lifeline if they came across trouble. While working for Medford 911, there was nearly always full staffing. It was policy for 2 units to respond to certain call types, back-up for any call was just minutes away. While the distance to cover for a city police department is a much smaller area to cover than the State Police, I still find it very relevant that no matter where the officers were located, there were enough on duty that the closest unit was still only minutes away. This gave confidence to the officers that were on their calls. They knew that they could call for help and someone would be there. I remember a specific incident, where a citizen called in saying I think this officer needs help, he's on the ground fighting with someone. We checked on the unit who tried to respond but he was in distress. The caller wasn't even sure of where they were at. Within minutes (2-3) several officers flooded the area and located them and were able to assist and control the situation. My husband tells me that being in a fight for two to three minutes still feels like a lifetime.

Working for OSP was quite the opposite experience. I worked at the Southern Command Center, which dispatches for the area my spouse now works. No matter what station you were working, especially graveyard shift, if you needed a cover unit, it was routine to call the local law enforcement agencies as no one else from OSP was on duty or they were too far away to assist. This was and still is due to the low numbers of troopers that are currently employed. On numerous occasions it was a matter of trying to decide or wait to get approval to call out a trooper from home on a day off, or a trooper who was in bed at night. Heaven forbid it was an emergency and you couldn't get a hold of a trooper off duty to get ready and respond quickly. As a dispatcher it was very frustrating to have one trooper on duty to cover an entire command area and try to please the public with customer service that they deserve. It was difficult to try and explain the reason for the delay. It made my duty as a lifeline to those calling for help and knowing that they felt very helpless in times of need. It is very evident more troopers need to be assigned to each area command to provide the public service that is deserved by all citizens and the safety of the police officers.

As a spouse, my feelings are the same, but for different reasons. I worked as a dispatcher for 7 years and have worked in a circuit court for 8 years. I also briefly worked as a correctional officer. Although I have not put on the uniform of a police officer, I support this occupation with my soul, as well as those that perform it, and I have a strong understanding and respect for what they do daily. My husband has been an Oregon State Trooper for more than 11 years, 8 of which we have been married. We have two young children, and daily I see him put on his uniform and leave our home ready to make a difference. He wants to serve, and wants to do this honestly, fairly, and with loyalty. He doesn't put on his uniform to make stats or see what he can do to get an arrest. He works hard at being present where needed and serving the public the best he can. He has worked shifts by himself way too much. He is doing the job he was hired to do; to protect and serve, yet if he runs into trouble, where is his back up? Who is protecting him? They can't even look out for one another if they aren't there. OSP should be a family, there should be staffing on each shift in each area command to help ensure they all get to go home to their loved ones. I can tell you I do NOT want that phone call that something has happened to my husband, only to learn it could have been prevented if he had cover or another unit nearby to assist, or close enough to respond fast enough to save his life. That reason alone should be enough to make sure every area is supported with enough staffing. We do NOT need any more widows, widowers, or children without a parent for something that could be prevented. All officers need support, our Troopers need support, our families at home without them while they work to keep everyone else safe, need support. Thank you for your time and ear to consider the thoughts of a concerned wife.

Tina Routt  
Wife of Senior Trooper Daniel Routt  
LaGrande Area Command





Dear Members of The House Judiciary Committee,

My name is Dakotah Keys, and I work for the Oregon State Police out of the Albany Command Office. I am currently assigned to the Patrol Division.

I believe in the role of the Oregon State Police and in the rich traditional our agency maintains. The Oregon State Police offer professional and compassionate enforcement of Oregon's criminal and traffic laws. Superintendent Travis Hampton said it best when he said, "The men and women of the Oregon State Police cherish our role in our state's public safety system, with the collaborative goals of enhancing livability, while protecting the people, property and natural resources of Oregon. The Oregon State Police is a full service law enforcement agency, rich in traditions of service, integrity, and professionalism." This is something myself and other Troopers of the Oregon State police pride ourselves on.

For approximately the month of December, 2018 and the month of January, 2019 I have worked three of four patrol shifts a week as a single respondent Patrol Trooper. Thirty hours of the forty schedule patrol hours a week for the counties of Linn and Benton have been covered by one Trooper, responding in one patrol vehicle. Thus, pulling resources from neighboring police agencies and from our Fish and Game Division has been a recurring theme.

With additional funding comes additional Patrol Troopers to respond to criminal investigation, traffic investigations, disabled motorists, educational classes, etc.

Please approve funding for additional Troopers for the safety of our citizens, the safety of the troopers, and the protection of our amazing state.

Sincerely,

Dakotah Keys, Trooper

Albany Area Command, Patrol

Oregon State Police



Dear Members of The House Judiciary Committee,

I am Jim Andrews, and I work for the Oregon State Police out of the Albany office. I am currently assigned to the Fish and Wildlife Division. If you are not familiar with my assignment I am responsible for protecting Oregon's fish and wildlife through enforcement of laws and education to the public. There are only 120 troopers assigned to the Fish and Wildlife Division, and we patrol vast areas to protect our natural resources. With the current low staffing levels of the Patrol Division my fellow Fish and Wildlife Division troopers often carry a significant burden of patrol related calls on any given day. I have made multiple arrests for DUIs from driving complaints when the Patrol Division was too short handed, I have covered crashes which have included fatalities, and I have been the only trooper available as a cover officer on many days when there was only one patrol trooper responsible for an entire counties worth of Interstate, State Highways and Oregon State properties. I genuinely believe as an Oregon State trooper my daily goal is to serve Oregonians in anyway needed, but I want the House Judiciary Committee to know when a Fish and Wildlife trooper is responding to patrol calls then no one is protecting our natural resources. Fish and Wildlife troopers are the only resource the state of Oregon has to protect our deer, elk and salmon from poachers wanting to do injustices. Please approve funding for additional troopers for the safety of our citizens, the safety of the troopers, and the protection of our wildlife.

Sincerely,

Senior Trooper Jim Andrews



From: "casey Zombiez" <cwyarding76@yahoo.com>

To: amy@ospoa.com

Subject: Letter

Date: 1/27/2019 2:24:15 PM

I am writing this letter in support of House Bill 2046. The reason we need more troopers on our state highways in Oregon is for several reasons. The first being that the low staffing levels over the years have caused many offices throughout the state to have at times only one sometimes two troopers for multiple counties and hundreds of miles of patrol areas and responsibilities. Having first hand experienced this in my 9 1/2 years as a patrol trooper stationed out of the Albany Area Command I can tell you it's an officer safety concern to be the only trooper on duty with no immediate cover officer available. There were times in my career when I arrested a drunk driver and had to give a passenger from the same vehicle a courtesy transport next to a suspect in handcuffs on the way to the jail to process them for a DUII arrest. Not only is this an inconvenience for the arresting officer but an officer safety concern as well to have a friend and or family member next to an arrestee while enroute to the jail. A typical arrest from start to finish clearing the jail can take anywhere from an hour to several. There are so many variables while processing this arrest that can change. Meanwhile multiple calls for service are simply not answered or are often times referred to other agencies due to being the only trooper on duty. There were many times in my career I had to sit and wait for a tow truck after arresting a suspect because there were no other troopers on duty and evidence in the form of alcohol dissipation was diminishing due to not having a cover officer available. I can recall times in my career working a fatal motor vehicle collision where it was on a state highway and due to low staffing levels OSP was the lead agency with smaller agencies being relied upon for a majority of the work due to staffing levels. This becomes an issue later at the time of prosecution in the courts when your dealing with multiple agencies with there own timeline for submitting evidence, reports, etc. As you can imagine it becomes a challenge for all involved. I believe we owe it to the lone trooper working patrol to provide him a safer working environment by giving him or her the cover officer he or she desperately needs and a patrol partner to share the brunt of the workload and sheer volume of calls that we as troopers receive during a 10 hour shift. As a Fish and Wildlife Trooper working up the Santiam Canyon I am routinely pulled away from my duties and responsibilities to respond to welfare checks, motor vehicle crashes and other calls for service not related to fish and wildlife due to the low levels of patrol troopers on our highways. As a result of this poachers who are habitual offenders are not being caught and or investigated do to the increased work load on my plate. The citizens of our great state as well as our partner agencies deserve the vital service we can provide with increased troopers patrolling our state highways and counties.

Respectfully,  
Senior Trooper Casey Hunter  
Oregon State Police  
Salem Area Command  
Fish and Wildlife Division

Sent from my iPhone



1/27/19

**Members of the Judiciary Committee,  
Oregon House of Representatives**

Dear Sir or Ma'am,

My name is Joshua Wetzel, I am a Senior Trooper with the Oregon State Police. Currently I am the Vice President of the Oregon State Police Officers Association. I have been an Oregon State Trooper for 10 years and have been assigned to the Springfield, Florence, Grants Pass and Central Point Patrol Offices. In Florence I was assigned to the Fish and Wildlife Division and all other offices to the Patrol Division and the Lottery Security Section.

I would like to express my full support for House Bill 2046. Troopers all over the State are required to do more with less. We do this because we are good servants of the residents of this Great State. But because of lack of personnel our service is limited to reactionary and not steady proactive enforcement.

When I was assigned to the Springfield Patrol Office, I worked from 8p-6a. There were many nights I was the only Patrol Trooper on duty in Lane County from 2am to 6am. My nearest OSP backup Trooper would have been called out from Albany/Salem. From Lane County South, I was the only Trooper on after 2a from Lane County to Medford. During one shift I remember taking calls from the top of HWY 126E (near Sisters) to removing a dead bear from 126W near Three Rivers Casino in Florence. Literally both ends of the county!

On another night being the only Trooper on duty in Lane County, I stopped a Semi truck near MP 203 on I-5 for failing to maintain lane. I had just contacted the driver when I was notified by my dispatch that a sole Lane County Deputy needed emergency backup on a domestic. If another Trooper had been on duty, they could have backed up the county Deputy while I investigated why the commercial truck driver was driving in an unsafe manner. Working alone puts the Trooper at a greater risk as far as safety is concerned. It is possible but more difficult to conduct a proper DUII investigation alone. Often times there are more than one occupant in a vehicle.

As a Trooper assigned to the Fish and Wildlife Division in Florence, OR. My primary duties were to investigate Fish and Wildlife violations. Florence has a small Patrol office. Most days there is only one Trooper on during the day. If there was a traffic crash, domestic or other major incident, I would have to stop my Fish and Wildlife duties to assist and cover the sole Patrol Trooper. This is something I would do and other Troopers would do in heart beat. We understand there are not many of us, we are well trained so if someone is asking for help they need it.

I currently live in Prospect, OR. My house is about 10 miles as the crow flies to Crater Lake. As a Detective assigned to the Lottery Security Section, I responded to multiple crashes and conducted DUI





stops near Prospect and HWY 230 near Diamond Lake. I did this using a unmarked vehicle and in plain clothes. These stops and responses should be done by Troopers in uniform. But there isn't enough Troopers to patrol secondary state highways. In of this DUI stop I had to wait at least 40 minutes for a Patrol Trooper to respond to transport the impaired driver to a breathalyzer.

I would implore you and your committee to support HB 2046 and allow the Oregon State Police to better support the residents of this great state.

Thank you for your time and understanding

Very Respectfully,

Joshua W. Wetzel  
OSP Senior Trooper  
Vice President  
Oregon State Police



Oregon House Judiciary Committee,

My name is Nathaniel Durham. I have been employed as a dispatcher for the Oregon State Police for approximately 3 years. Throughout my entire employment with this agency, I have witnessed many of the consequences of our current levels of trooper staffing. I believe that House Bill 2046 will help alleviate the problems which I am about to describe.

My greatest concern is the existence of areas in which OSP has very little presence. Due to limited levels of staffing, troopers are often required to stay near the busiest stretches of road during their shifts. As a result, troopers will often spend their entire day patrolling only a small fraction of the highways and properties for which the agency has primary jurisdiction. Secondary highways and even entire counties often go days without having even a single trooper assigned to patrol the area. This greatly increases our reliance on our partner agencies. Every day our dispatch center is on the phone with municipal and county law enforcement agencies asking them to look for suspected drunk drivers and disabled motorists on state highways. I always feel bad asking for so much from our partner agencies because I know that they too often struggle with short staffing.

Another one of my concerns is that our current level of staffing negatively affects the perception that other agencies and the general public have of our agency. I can hear the frustration in our partner agencies' dispatchers' voices when we ask them to handle a lot of calls for us. Our citizen callers are often upset when they speak with us due to our extended response times to their calls for service. I fear that if staffing levels remain the same, our reputation will suffer with our partner agencies and with the citizens that depend on us. I know that every single member of this agency is passionate and driven and I feel our staffing levels should reflect our desire and passion for public safety.

I thank you all for taking the time to hear my colleagues' and my concerns. I believe that my fellow agency members and I have come up with my compelling reasons why our trooper staffing level is a matter of great concern. It is my hope that these thoughts can help convince you that there is a great need for increased trooper staffing.

Nathaniel



From: "Joni Sherman" <chinagreek@gmail.com>  
To: amy@ospoa.com  
Subject: Troopers  
Date: 1/26/2019 2:07:37 PM

I am a dispatcher at the Southern Command Center.

We dispatch for the the following counties: Coos, Curry, Douglas, Josephine, Jackson, Klamath, Lake, Harney, Malheur, Grant, Baker, Union, Wallowa, Umatilla, Morrow, and into other counties. There is no where in this massive section of the state that 24 hour trooper coverage exists.

Our center however, is staffed 24/7 as the calls for service do not stop just because there are no troopers on duty. We have become very innovative in how we tell the public that there is no one on duty to handle their requests for service; we contact the county departments (most do not have 24 hour coverage either), and then there are call outs. Waking people up from sleep at 3, 4, 5AM does not get someone on the scene in a timely manner, even if the trooper is a short distance away. There are not necessarily resident troopers in the area that response is required, causing extreme time delays.

Increased staffing is a priority. There must be 24/7 coverage, especially in the more populous and well traveled areas of the above listed counties.

Thank you for your consideration.

Joni Sherman  
BPSST# 13890



My name is Cailie Lemoine. I work as a dispatcher at Northern Command in Salem. This letter is in support of HB 2046. I have been with OSP for going on three years and in my time with the agency I have seen firsthand the need for more troopers on the road. As a dispatcher, I can tell you there are far more calls for service than there are troopers to handle them. When I don't have a trooper available to give a call to, I have to call other agencies and push the call to them. This only creates more of a back log for other city or county agencies that have their own call log to deal with. Additionally, not having 24 hour a day coverage creates call-outs and a delay in response. An example of this would be a couple of weeks ago there was a crash on highway 30, the vehicle was not drivable and the occupants had been drinking. Osp had no troopers on duty in that area and the county agency didn't have a unit available to respond. The on-call supervisor for that area was notified and they approved a call-out for trooper response. I made the call to the trooper whom I woke up and they had to get ready and respond to the crash. This created an unnecessary delay in response to a situation that was time sensitive. The last point I would like to touch on is officer safety. There are times that there will only be one or two troopers on in an area and they are spread thin and far apart from each other. When a cover request is made, often times another agency has to be called to respond. Last night, a trooper went out on a traffic stop with a vehicle and the driver was a corrections offender felony probation for assault and was listed as an armed career criminal and the other three people in the vehicle either had warrants or were also corrections offenders and none of them had a valid license. These stops take time, put the trooper in an out numbered situation and a cover unit should be sent. There have been times when there wasn't a unit to send or the closest unit was miles away. These are just a few examples of why there needs to be more troopers on the road to keep this amazing state we live in safe.

Regards,  
Cailie Lemoine





January 25, 2019

Dear Oregon Legislators,

I am a Trooper with Oregon State Police, out of the Salem patrol office. I am writing in regards to our current need for additional Troopers to help maintain the safety of Oregonians.

With the upcoming consideration for HB 2046, I would just like to share a few examples of how low patrol staffing has affected our ability to do our jobs, the safety of our communities, and motorists on the roadways.

Within the last four to six months the following have occurred:

1. I responded to a possible armed male who had been trespassed from Champoeg State Park for making death threats to the staff. He had shown up on this day, asking to speak with one of the people he had recently threatened. Our code 3 response time was at least 25 minutes. A Trooper from the McMinnville office had left his patrol zone to come over and assist at the same time. He arrived just prior to us and was able to defuse the situation long enough for us to arrive and assist. In the length of time it took us to arrive on scene, we were lucky that no one was harmed. This pulled our combined resources from two offices to one location leaving three counties without State Police coverage.
2. We responded to a call of a person running in traffic on I-5, stopping traffic, and trying to climb in vehicles. I responded code 3, as did my cover. It took me 10 minutes to arrive, at which point I found traffic stopped all over the freeway with citizens in the middle, northbound lane of traffic holding the person down. With the help of citizens, the person was handcuffed and carried off the highway. My cover didn't arrive for another 10 minutes. I was thankful for helpful citizens that day, but what they did was not their job.
3. Without 24 hour coverage, we are called out from our home to respond to crashes or other incidents. On highway 99E, near Woodburn, we were called out to respond to a male who had been hit by a car, and the driver had fled. As a result, the male was life-flighted to Portland. Woodburn officers had closed down southbound traffic to protect the scene and had kept the witness there until we could arrive. The two Woodburn officers held the scene for over 40 minutes waiting for the State Police to arrive. The two officers from Woodburn were the only two on duty for that agency. While they were dealing with a situation that was the State Police's responsibility, the city of Woodburn was left vulnerable.
4. I was dispatched to a crash on I-5, north of Salem and told dispatch that my response time was 30 minutes. This information was relayed to the fire department that was already on scene. When I arrived 30 minutes later, I was approached by a firefighter, who told me when he heard my response time was 30 minutes, he said, "Thirty minutes...bullshit!" I explained to him that I was responding from a long distance away.

Frequently on crashes, fire departments are left holding a scene for several minutes before we arrive. Additionally, sometimes tow trucks, which usually take awhile to arrive, are also on scene.



On several occasions I have come across stranded motorists on I-5, who were not able to get any other help. When I stopped to assist, they have informed me that they have sometimes been waiting for a few hours, and I was the first Trooper that they saw.

Finally, our low staffing numbers make it challenging to patrol the secondary highways. We just don't have the manpower to effectively do that. Our low staffing numbers make it dangerous for Troopers on the road, but it also puts the safety of the people on the roads in Oregon at a significant risk as well.

I strongly encourage you to consider passing HB 2046 to help make Oregon roads safer for everyone.

Sincerely,

Trooper Jared Noack  
Salem Patrol Office



January 25, 2019

Dear House Judiciary Committee,

I am writing to tell you about my personal experience as a Trooper with the Oregon State Police since 2000. I worked as a Patrol Trooper for 17 years on the Interstate and highways in Eastern Oregon. I am currently a Major Crimes Detective.

I will never forget my very first arrest after I completed my training. It was a weekend afternoon and I checked on a disabled motorist on Cabbage Hill just east of Pendleton. A status check on the registered owner showed he had an outstanding warrant for his arrest. The vehicle was occupied multiple members of his family. I was the only Oregon State Police employee working in Umatilla and Morrow Counties. The area I was covering is approximately 5,280 square miles. My closest back up officer would have been from another agency. I did not have a cover officer to assist in the arrest. I did however, have a tow truck operator who I knew and I knew would help me if the arrest did not go well. Thankfully, I made my first arrest without any issues. I have continued to experience the lack of coverage throughout my career.

Many shifts I have been the only trooper working in my patrol area. Oregon State Police Pendleton patrol covers East Umatilla County including, I-84 from MP 243-188 (55 miles), Hwy. 11 (40 miles), US 395 (60 miles), Hwy. 331 (4 miles), Hwy. 37 (30 miles), Hwy. 74 (20 miles), Hwy. 204 (20 miles), Hwy 332 (8 miles), Hwy 334 (18 miles), Hwy. 335 (10 miles), Hwy. 339 (5 miles) and Hwy 244 (24 miles). This is nearly 300 roadway miles. This does not include the roadway miles covered by our State Police Hermiston Office, which is part of our Area Command. When I have been the only Trooper working in both Umatilla County and Morrow County this includes the road miles in West Umatilla County and all of Morrow County. Besides covering both of these counties I have also responded to calls as far away as Arlington approximately, 70 miles away from my office.

Although I see the lack of coverage through my eyes, based on officer safety, I also see the lack of coverage in through the eyes of the public we serve. Having more troopers available to cover Oregon will make a difference in reactive and proactive policing. Our response times to emergencies will decrease and our ability to be proactive in reducing criminal activities will increase the livability of Oregon.

I am in strong support of linking Oregon State Police staffing levels to the population of Oregon.

Sincerely,



Amy Ford



To whom it may concern,

My name is Ryan Mills. I have been a Trooper with the Oregon State Police since 2008 and in full time law enforcement since 2001. I am writing in regards to what it is like to patrol in Malheur County with the current OSP staffing levels.

Malheur County is approximately 10,000 square miles, the second largest next to Harney. In my tenure, the common staffing level for a shift is two troopers for the entire county. There are also have been periods of time where we might have three troopers on a shift and in my case, the only trooper on a shift.

Given the massive amount of area we cover, this frequently leaves us with no cover available. Malheur County Sheriff's Office is located in Vale, Oregon and they do not cover the Interstate. This means we **never** have them for backup on Interstate 84. If we do request them, the average response time is over 30 minutes.

When we travel to Hwy 95 in Jordan Valley, OSP travels in Idaho for 63 miles just to get back to Oregon, where we now patrol an additional 122 miles of highway. As a night trooper, I would be the **only** police officer on duty with my nearest cover unit upwards of 150 miles from location. It also should be noted that area of SE Oregon does not hold any medical facilities if any injuries were to occur.

OSP is often requested to assist our local agencies (Ontario PD, Malheur County SO, Nyssa PD) due to the high level of violent crime for our population. This is an additional strain from our already depleted resources.

I am thankful the Governor is looking to help OSP in the fight to protect our communities. I ask that whoever reads this letter will do the same.

Sincerely,

Ryan Mills  
OSP Ontario





January 24<sup>th</sup>, 2019

Dear members of the Oregon State Legislature,

I write this letter today expressing my full support for HB 2046. I am currently assigned as an Oregon State Trooper to the Patrol office out of The Dalles. This office covers five counties within Oregon. There are many factual points supporting why we need more Troopers on our Oregon Interstates and Highways, but rather than write a very long letter I simply want to point out the main reason we should all come together in support, **preservation of life**.

Yes, HB 2046 will have a direct impact on many lives in the future. The lives of many Oregonians and visitors of our great state whose lives will unknowingly be spared, and the many friends and family members that will not have to endure the hardship of losing their loved ones. I know from my career as both a Hood River County Deputy, and now an Oregon State Trooper that HB 2046 will save lives.

Countless intoxicated drivers will be held accountable for their actions that would otherwise not be. Each and every day we are unable to respond to many reports of unsafe drivers, and undoubtedly DUII drivers. There are times that I am the only Trooper covering Hood River, Wasco, Sherman and Gilliam Counties. Not to mention the late hours when there is simply no one working.

Adding Troopers to our state will not only save lives, it will support all city and county law enforcement agencies within our state. Every single day I work, I am assisting other agencies as they too are short staffed and doing their very best to keep our public safe. Many times I am their ONLY backup, and they are mine. Adding Troopers is a win for everyone in Oregon.

Please join me in support of HB 2046, and know in return you have done your part in changing the future outcome of the lives of many.

Sincerely,

A handwritten signature in cursive script, appearing to read "Travis Paulsen".

Travis Paulsen



To whom it may concern,

My name is Corey Harris and I am an Oregon State Trooper stationed out of the Grants Pass office in southern Oregon. I am writing this letter to communicate the special conditions my fellow Troopers and I work in. We are tasked with the public safety and law enforcement needs in a county with very special needs.

Josephine County has very limited resources like a lot of counties in Oregon, but Josephine's county situation, especially when it comes to law enforcement, is unique. Our Sheriff's department works very hard with the limited resources they have, but to keep deputies on the road and keep the jail operating, road deputies are only on duty from 7am to 7pm. After that all law enforcement in the county falls squarely on OSP's shoulders. Our OSP office is very small. It is not uncommon for only two Troopers to be on duty at a time. This means the entire county has only two police officers to handle not only regular State Police duties but also what normally would be handled by an entire Sheriff's office. We regularly respond to in progress life threatening calls with only two Troopers, this would be unheard of in other departments. I personally have ran code 3 (lights and siren) from one end of the county to the other by myself for life threatening calls. On one incident, I was handling a crash on I 5 near mile post 80 on the north end of our county when I received a call of a young teenage female that had overdosed and was unresponsive. Medical does not respond in to overdose calls without law enforcement for safety reasons. I was the only Trooper on in my county, I ran code 3 literally from one end of the county to the other to reach that young girl. When I arrived she was unconscious. She looked a lot like my 10yr old daughter. I held her in my arms and radioed for the medics to come in. The medics were staged around the corner and were there within seconds. I felt immense guilt for making this little girl wait for me to get there from across the county as I am sure the medics did as well. I sat in my car after that call and cried. I then had to wipe my eyes with the sleeve of my uniform and go to the next call. I was the only Trooper on duty.

Another call had similar circumstances. I was on a call on I 5, near the north end of the county when I was dispatched to a report of a self-inflicted gun shot wound to the leg. A woman was cleaning her revolver and had accidentally shot herself in the leg. Again, medical would not respond in for safety reasons until law enforcement was on scene. The woman laid on her kitchen floor bleeding until I was able to race across our county. I made entry by myself into the residence, into an unknown situation involving use of a firearm. I found the woman laying on the floor bleeding from her leg. I applied a tourniquet and radioed for medics to come in.

These are just two of many personal experiences of mine where citizens of Oregon were put in further danger due to the extreme lack of law enforcement in Oregon. Of course, while answering these calls for service or just a normal "routine" OSP call, many driving complaints of impaired drivers, crashes, suspicious activities, aggressive driving, etc are going unanswered. This is not to mention all the calls that go unanswered from the hours of 3am to 7am where there is not a single law enforcement officer on duty.

I have also had the experience of working alone on a night shift where I made the personal decision to only patrol from I 5 mile post 55 to mile post 58. This three mile stretch is between the south and north Grants Pass exits. I knew if I were to get into a fight or a critical incident, I could at least hope the local



Grants Pass city police officers could hear my radio and come up onto the freeway and provide back up. I of course would have driven into the night alone to answer a call.

This is just a couple of examples from my relatively short career with OSP. I could write a book with several chapters about my experiences of being alone facing dangerous people with backup over thirty minutes away.

We are the State Police and we are proud to be the premier law enforcement agency in Oregon. With that, it is our duty to serve and protect all people, property, and natural resources in this great state. Every Trooper I know is more than willing to do this to the best of their ability. But we need the Troopers and tools to do this safely. Not only for our personal safety but for the safety of all Oregonians and those who visit and travel in this great state.

Sincerely,

Trooper Harris

Grants Pass Patrol Office



From: "Nicole McDougal" <nicole.m.mcdougal@gmail.com>  
To: "Amy" <amy@ospoa.com>  
Subject: In support of HB 2046  
Date: 1/24/2019 2:58:45 PM

To whom it may concern,

As the population of Oregon grows, the need for more resources increases. One of the much-needed resources is Law Enforcement, specifically for the Oregon State Troopers who manage such a wide variety of responsibilities in an even wider area. Often times, these troopers are the only source of enforcement and first response in an area. If these resources are out on vacation or sick leave in these underserved areas, the public is left with nothing. No help, no aid, no sense that their State has prioritized their safety or care.

With so few staff in the Oregon State Police, not only does the public suffer, but the Troopers suffer as well. The stress, workload, and frustrations pile up on top of the already stressful job, and the mental and emotional wellbeing of the hardworking helpful public servants that chose to sacrifice so much in the interest of the greater good is degraded at a much faster rate than if resources and staffing were adequate.

Another side effect of insufficient staffing is that the best and most qualified applicants end up going to other agencies. This is due to several factors: the reputation of the agency, the low staffing levels, the pay rate, and the morale of the workers. The quality and quantity of the staff of the Oregon State Police is declining at the same time.

I urge you to consider the long-term consequences of not funding additional Oregon State Police employees and what that will mean for the Residents of Oregon who rely on them.

Sincerely,  
Nicole McDougal





From: "Mark McDougal" <mark.w.mcdougal@gmail.com>

To: amy@ospoa.com

Subject: Letter of support for more troopers

Date: 1/24/2019 2:26:04 PM

Dear Mam it Sir,

I have been an Oregon State Trooper for twenty years. During that time I have been shot at twice, run over intentionally by a suspect with his car, and suffered a brain injury during the arrest of a drunk driver. My commitment to protecting and serving our citizens and visitors is still as strong today as it was the day I started. Yet many of my negative experiences could have been alleviated by a cover officer. I have children and a wonderful wife who are very supportive of me. They all have had to come to grips with the emotions of potentially not seeing me again due to the risks of my job.

My tenure as a police officer is nearing an end. Please take the time to address our staffing issues. I have attended too many fellow Trooper's funerals. For the younger Troops I feel we owe them more than being second to the worst in the nation for staffing levels.

Thank you,

Senior Trooper Mark McDougal

Sent from my iPhone



January 24, 2019

To the members of the Oregon Legislature:

I am writing to you with regards to the staffing levels of the Oregon State Police. I am a Trooper with this agency and am currently assigned to the La Pine Worksite, south of Bend, Oregon.

Prior to working for OSP, I was a city police officer in Tempe, AZ. While here in Oregon, I have worked Pendleton, Albany and now La Pine. I began working for OSP in 2001. I was in the last class that was hired prior to the lay-offs in 2003, a sad time in the history of OSP.

I knew and accepted the responsibility of working as a Trooper when I took this position. Over the years I have been amazed and saddened that this agency is used as the political football in the financial discussions of state government.

I am asking that the Legislature support and pass the measure that will increase the number of Troopers on the highways here in Oregon.

This current position that I work in La Pine is one of the most remote I have ever worked during my time in law enforcement. Due to the staffing levels of the Klamath County Sheriff's Office, I rarely, if ever see any deputies from that agency in the north end of the county that I work. I am responsible for an area from the Willamette Pass east to Christmas Valley (80-90 miles); and from La Pine south to Chemult (35 miles-but many times much farther south than that). I can honestly say that there are many days that the nearest Trooper or Police officer close to my location is 40 to 50 or more miles away.

There have been days that I have come on duty and I have been the only or one of only 2-3 Troopers on duty for the area from Madras, OR south to my area in Chemult (100 miles).

Please vote to change the number of Troopers we have in Oregon and add to our ranks. This is a hard-working organization that deserves to not be politicized and have our numbers increased so that we can continue to provide excellence in service to the residents of the State of Oregon.

Russell Decker  
Sr. Trooper



To: 2019 House Judiciary Committee

January 17, 2019

Rep. Williamson, Chair

Ref.: H.B 2046

The State of Oregon deserves a State Police organization that is properly staffed to respond to the citizen's needs for help. Protecting the citizens of Oregon should be the top priority of any State Government.

H.B. 2046 gives the Legislative Body an opportunity to staff the Oregon State Police at the level of 15 patrol troopers per 100,000 residents beginning January 1, 2030. This timeline will give the Legislature ample opportunity to find a stable funding source to reach the staffing goal.

You will receive plenty of testimony and written letters on the dangers these men and women face every day due to current understaffing levels. Staffing levels have been reduced over the past 30 years, yet, driver's licenses, motor vehicle registrations, miles driven and population have continued to increase.

Please support H.B. 2046 – the men and women of the Department, as well as the citizens of Oregon deserve this piece of Legislation to pass both Legislative bodies.

Thank you for your support on this vitally needed Legislation.

Respectfully Submitted,

  
Danny Bisgaard, Retired Oregon State Police – 32 Years of Proud Service



Jed Rzegocki  
PO Box 1530 , OR Redmond 97756  
☎503-936-1130 jrzegocki@me.com

Mark Banks  
Oregon State Police Officers Association  
2668 Cascadia Industrial St SE,  
Suite 100  
Salem, OR 97302

**Subject: Lack of Trooper Coverage / HB 2046**

Mr. Banks,

I have been with the Oregon State Police since 1990 in various capacities including Explorer, Cadet, Telecommunicator, Recruit Trooper, Trooper, Senior Trooper, and my current assignment as a Detective. I'm going to speak to what I have personally observed when I was in the Patrol Division for over 20 years (1997-2017), working in offices in Tillamook, Scappoose/St. Helens, and Madras:

During my time with the Department, I have seen our offices dwindle to not even cover "bare bones staffing" or even close due to lack of funding, including laying off troopers in 2003. There have been times when it has taken me one hour or more to respond to an emergency call. I've had to go to life-threatening calls without back up.

When you tell an officer from a comfortably-staffed police department some of the calls I've gone to by myself, they can't believe I'd put my life on the line like that to help someone in need – calls that at the basic police academy they tell you are minimum two-officer responses (domestics, shots-fired, alarms, fights, shootings, stabbings, etc). I've been so far away from other police officers, deputies, and other troopers that they themselves have been forced to go to life-threatening calls without back-up from me or anyone else. At times I was the only trooper on-duty in Central Oregon...on day shift...on the weekend...covering all of: Deschutes, Crook, Jefferson, Wheeler, northern Klamath, northern Lake, west Harney, southern Wasco, southern Sherman, and east Clackamas counties! An area far larger than some states!

Most recently, when I was a trooper in Madras, the bulk of my calls were on US 97 and US 26 in the Jefferson/Deschutes/Crook counties; I simply could not get to lesser state highways on a regular basis. I would only go to those highways if I was called – routine patrol was out of the question.

I can't even count how many times I gone to a call and left thinking, "Wow, that could've been ugly!" But for another persons cooperation or just plain luck, the call turned out in my favor. Some people I've arrested by myself have told me they would have fought (or worse) any other officer or deputy, but because I was an Oregon State Police Trooper, they did not, because they had respect for the agency.

HB2046 is a step in the right direction to start to bring the OSP to a level that would better help the citizens we serve as well as our agency partners: Oregon Department of Transportation, police departments, and sheriff's offices. Some of the more rural areas rely on us heavily and we rely on them. With more road troopers, we could better address driving complaints, human/drug/weapons trafficking,

better respond to crashes, assist our public safety partners in emergency calls for service, and engage with our fellow citizens more in the communities in which we serve.

The trooper numbers have dropped off precipitously as the numbers of licensed drivers, vehicles registered, and the population of Oregon has risen dramatically. With increased trooper numbers, we could get back to patrolling roadways that have been long ignored and neglected.

Ultimately, the winners of HB 2046 are the citizens of this State and the citizens transiting through. I urge you to pass this House Bill without delay.

Respectfully,

A handwritten signature in cursive script, appearing to read "Jed Rzegocki".

Jed Rzegocki  
Detective



From: "chris cowen" <cr.cowen@yahoo.com>  
To: amy@ospoa.com  
Subject: HB 2046  
Date: 1/22/2019 9:07:39 PM

My name is Christopher Cowen and currently work as a Trooper out of the St.Helens office in Columbia County. I am writing in support of House Bill 2046. I hope to relay how critical this bill is for not only the residents and guests of Oregon, but us Troopers as well.

Due to staffing levels our office will only have three Troopers starting this February, to cover 62 miles of Highway 30, approximately 70 miles of Highway 47 and a section of Highway 202. Many of these sections of Highway are far away and a cover officer can be 30 or more minutes away.

It's become a common occurrence to miss out on traffic complaints, be taken off the road due to criminal reports stacking up and having additional assignments tasked to troopers due to the lack of troopers in the office. This frequently impacts a troopers private life due to being called out on a frequent basis due to a crash at 2 or 3 in the morning.

The breaking point for me was being called out from home on a subject walking in the middle of the highway, at night. When I located the subject, she became uncooperative and I needed a cover officer. Because of the area I work, my closest cover officer was from Cowlitz County, Washington. It's a humbling and scary feeling knowing your cover is that far away.

I thank you for your time and consideration with this bill.

Sent from my iPhone



From: "Adam Miller" <amiller341@gmail.com>  
To: amy@ospoa.com  
Subject: House Bill 2046 Letter  
Date: 1/22/2019 9:03:22 PM

Amy,

Here's my little observation for the house bill:

My name is Adam Miller and I'm a Trooper out of the Salem Patrol Office. I've been with OSP for three years now and I was previously with a moderately sized municipal agency for eighteen years prior to that. When I started working with OSP in the Salem area I was shocked to know that it was common for there to only be two troopers and sometimes a sergeant to cover all of Polk County, I-5 from the Santiam Rest Area (Linn County Line), to just south of the French Prairie Rest Area (Clackamas County Line), and up to the Santiam Junction. In my short time with OSP I've had several occasions where I've had to respond to a crash near Detroit from Polk County. That is at least a 1 hour response time while running lights and siren. It is not uncommon that by the time I get on scene, the tow trucks have already taken the cars and the ambulance has already taken the patients to the hospital. This circumstance makes that one call for service much longer because I still have to respond to the crash scene to take photos and then travel back to the hospital to interview patients.

This scenario puts that other trooper in a bad spot. Now that trooper has to rely solely on back up from an outside agency that is not getting real time information if help is needed by that trooper, and causes that lone trooper to be placed in situation where his or her safety is at risk.

Respectfully,

Adam Miller



From: "mechams" <tonitrus@bendbroadband.com>  
To: "Amy Lindseth" <amy@ospoa.com>  
Subject: Support House Bill 2046  
Date: 1/22/2019 8:17:19 PM

Dear Governor and Legislators,

I began my Oregon State Police career in January 1990. My first duty station was Klamath Falls, known for its violence and high-crime per capita rates.

Within two years the Klamath County Sheriff's Office was reduced to a fraction of its strength, the weight of extra calls falling on us, the few Troopers who worked the entire county alone or with back-up often 30 to 40 minutes away.

I remember stopping an eastbound vehicle on the graveyard shift, Highway 140 near Rocky Point, and discovering its occupants were both armed and one was a convicted felon, the other had an arrest warrant. My sergeant raced to provide cover and it took him nearly 45 minutes to reach me.

Fortunately, I arrested them without incident, but I'll never forget having to take them into custody without cover because they were getting nervous.

A year later, my good friend and fellow Trooper, Bret Clodfelter, was murdered on duty without cover. Imagine my grief and shock getting the news that my brother-in-blue was dead, leaving a wife and two children.

Fast forward to 2011-2013, Josephine County, the sheriff's office is reduced dramatically. I'm back in patrol, we're spread thin, taking calls in Jackson and Josephine Counties, back up far away.

I realized nothing had changed. In over two decades the number of OSP Troopers continued to dwindle while Oregon's population grew, and with it increased calls for service. In two decades, Troopers were often the lone, literally lone, law enforcement for many rural communities.

Please, I ask your support for our agency, to increase our numbers so we can provide service to the citizens of Oregon who live in the suburban and rural parts of our state.

So we can protect our own, and arrest those who endanger the innocent.

Thank you.

Sincerely,

James L. Mecham  
Oregon State Police  
Bend



From: "Danny & Tina Routt" <tbdroutt@gmail.com>  
To: "Amy Lindseth" <amy@ospoa.com>  
Subject: Trooper Staffing  
Date: 1/22/2019 6:04:55 PM

Dear Sir or Madam,

I have never reached out to contact an elected official about an issue that I feel passionate about. Now I do. I am an Oregon State Police Senior Trooper and have proudly served the citizens of this great state for over 11 years. Our budget, as well as the budgets of other great state agencies, has always been a highly discussed issue. I can recall being a trooper of only three years and trying to console three of my fellow co-workers after they learned that they may not have a job at the start of the new biennium. This was a difficult time to watch as they stressed about if they would have job or not. It was also hard to feel grateful that I had been informed that I had enough seniority (with only three years) to know that my job would probably be secure. I was in the category of knowing that if layoffs did happen, I was on a razor's edge of being next. Even if my job was secure, I knew that I would be working alone with no cover for high stress and dangerous calls for service. Thankfully the funding was allocated and no layoffs happened. This allowed my office to maintain a minimal level of staffing. I have often told people who ask about my job and the dangers that can be faced that "back up" is usually the "R" on my shift column. This means that my only option is to shift into reverse and back up out of the situation. This is a survivor's mindset and a useful approach at times but not entirely effective in providing a service that promotes the rule of law that our citizens deserve. I am assigned to the La Grande Area Command in Eastern Oregon. I have noted several changes in the way that I must do my job in the last eleven years. It is not always the high risk armed subject that is committing, or about to commit, an act of violence that places me in danger. In 2016, the Interstate speed limits in this part of the state increased - 5 miles per hour for passenger vehicles and **10 miles per hour for commercial motor vehicles**. What I have noticed is more citations being issued for very excessive speeds - especially for exceeding the speed limit by 100 miles per hour or more. Additionally, I have worked crashes where semi-trucks and trailers are rolling over in curves and blocking the Interstate on sunny days with dry pavement. I never worked these types of crashes prior to the speed limit being raised. Thankfully all have been minor to no injury. However, these are very dangerous calls to work. Traffic traveling at freeway speeds into a corner with limited line of sight encounter a sudden hazard that leaves the driver with no option but to slam on their brakes hoping that they can stop in time and then that they will not be rear-ended by a motorist traveling behind them. This is not the kind of scene that can effectively be worked by one trooper. To maximize safety for me and the general motoring public, more troopers are needed to assist with traffic control to alert those approaching to be prepared to slow and/or stop. Where I work, crashes usually happen in the worst places - on bridges or in curves. How can I safely work the crash to render aid, investigate, and clear the road when I have to focus my attention on ensuring that the scene is safe for all? The current answer - it is hard and I have too many times placed myself in un-necessary risk to aid others. With the increase in speed, and number of vehicles on the highway, more troopers are needed to effectively work some crash scenes to maximize the safety for all that are in the area. I am a strong believer that visual presence is also a strong deterrent. Since I have worked more semi-truck crashes that have blocked and closed the Interstate in a section of my patrol area that is characterized by several curves, I have spent a large portion of my patrol time in that area being visible. This seems to be effective, but not effective for providing patrol to the rest of my area. We go where the problems are and if we are not staffed to adequately cover the rest of our patrol area new problems will be created.

Winter time also creates an increased workload when the weather hits. One night I was the only trooper working and it was one of those nights that there was no time for a meal break and I had to direct that a large number of vehicles be towed as hazards due to spinning out and blocking the Interstate. My dispatcher that night was Todd. He did something that no other dispatcher has ever done for me, finally at about 2:00 AM, two hours after I was supposed to be off duty, as I was responding to the next incident, he asked if he could call the on-call supervisor and request a call-out. I told him to do it and continued to work. The trooper that got called in was not able to even call on duty until 3:30 AM due to having to fight the winter roads to get to the office and get a patrol car defrosted. The call out was not as effective as having another trooper working with me. Also - not

having a patrol car at the house to be able to start it and have it warm and ready to respond costed additional time. I have worked many nights similar to this where there was not a call out because I wanted to ensure that the day shift car that would be called was properly rested for their shift.

Last January I encountered an intoxicated driver on an off-ramp of Interstate 84. It was not a call for service that I received or a traffic stop, just a situation that I happened upon and had to take action. The gentleman became aggressive and threatened harm against me as I was placing him into custody. Thankfully I was able to control the situation and he was placed into custody but was not co-operating with getting into the back seat of my patrol car. My "back-up" was an Oregon Department of Transportation snow plow driver who stopped at the scene to determine if this individual had crashed and damaged state property. I had to enlist his help to assist me with getting the subject into my patrol car.

This past spring I encountered a reckless driver traveling at speeds of over 110 miles per hour. He intentionally crashed as I was trying to stop him and I was on-scene by myself for a very short period of time as he was attempting to get out of his car. When he did emerge - he did so with a machete and challenged me. It was about this time that two other troopers arrived and I believe that this show of force changed his mind. He fled into a wooded area near several homes and we eventually located him. After a standoff, he agreed to drop the machete and surrender. This is not a situation that should be worked by one trooper and I am very thankful that on this particular day I did have cover.

These are just two examples of what has occurred in my professional life in the last year. I will provide you with one more - this came in the fall of 2008 when I was a recruit. I was the only trooper working that night and at the time I was assigned to the Pendleton Area Command. I responded to a home invasion robbery that had occurred in Long Creek and was advised that a gun had been discharged and that the three suspects were traveling north on Highway 395. I located the suspect vehicle on the highway south of Pilot Rock and had to turn around to catch up to it. When I did, I observed two individuals fleeing from the vehicle into the darkness. I did not know where the third suspect was or where the weapon was. I was able to take one suspect into custody and had to "hunker" down with him until a reserve deputy sheriff arrived to assist me. Even after he arrived, we still maintained a very defensive posture until a Pilot Rock police officer arrived, and still continued to wait until the next available officer to respond to assist with the scene was a trooper assigned to the John Day Worksite. This was a high risk call where we had knowledge of three suspects and that a gun had been discharged, and the suspects fled into the dark off of a rural highway and now there was the threat that the two that got away could double back and ambush us. I remember thinking how strange it was that the closest available state trooper was coming out of John Day to cover me, and would definitely arrive on scene faster than if a trooper from the Pendleton area was called out.

One more item to speak of is the Malheur Standoff in Harney County a couple of years ago. This was a large event that pulled trooper from offices all around the state. My office, along with many others, felt this as our patrol schedule, which in nowhere close to providing 24 hour coverage, was forced to do more with less. We will always work hard to do the very best and get the job done, but at some point it needs to be recognized that as the population increases, so to does the numbers of state troopers. Our citizens and visitors deserve safety and security.

This email is longer than what I intended and is only a small snapshot into situations that I deal with that are aspects that effect my safety and the safety of the citizens that I serve. I have tried to place you into my shoes with the dangers that I face and the reality that when we call someone out - it is not fast.

Thank you for your time and consideration to what I have said.

Respectfully,

Daniel R. Routt  
Senior Trooper  
Oregon State Police  
La Grande Area Command



Eric Larson  
1240 NW Lake St.  
Newport, OR 97365

January 21, 2019

To whom it may concern,

I am writing to you to encourage you to vote in support of House Bill 2046. This bill would greatly impact Oregon by enhancing public safety by bringing the ratio of Troopers per Oregon residents up from 8 per 100,000 to 15 per 100,000.

I have been involved in Oregon law enforcement since 2011 when I started my career with the Lincoln County Sheriff's Office. I was recently hired by the Oregon State Police in November of 2018. The partnership between these two agencies is strong. Both agencies often rely on each other to provide back up when needed during calls for service. However, due to staffing levels with the Oregon State Police it is not uncommon for there to be only one Trooper on duty, and sometimes no Troopers on duty at all, covering an area of approximately 1,000 square miles in Lincoln County Oregon. This, as you can see, presents safety concerns not only for the public but for members of law enforcement.

With the amount of Troopers with the Oregon State Police being stretched so thin, our partner agencies in rural Oregon are left with extended response times. There have been countless numbers of times when I was a Deputy with Lincoln County where no Troopers were on duty at all for the entire shift. This creates strain between the agencies and the public is significantly inconvenienced when they have to wait longer than needed until a Trooper is able to assist them.

The mission of the Oregon State Police is to serve the State of Oregon with a diverse workforce dedicated to the protection of people, property, and natural resources. With the amount of Troopers per Oregon residents being ranked second to last in the nation, this makes the mission difficult to accomplish. Less Troopers on Oregon's roadways means more crime goes undetected.

I believe Oregon is one of the best states in America. I also believe the Oregon State Police is one of the premier law enforcement agencies in America due to their level of training and professionalism. I urge you to vote in support of House Bill 2046 so the Oregon State Police can more effectively carry out its mission and enhance public safety in Oregon.

Respectfully,

A handwritten signature in black ink that reads "Eric Larson". The signature is written in a cursive, flowing style.

Eric Larson



To: 2019 House Judiciary Committee

January 17, 2019

Rep. Williamson, Chair

Ref.: H.B 2046

The State of Oregon deserves a State Police organization that is properly staffed to respond to the citizen's needs for help. Protecting the citizens of Oregon should be the top priority of any State Government.

H.B. 2046 gives the Legislative Body an opportunity to staff the Oregon State Police at the level of 15 patrol troopers per 100,000 residents beginning January 1, 2030. This timeline will give the Legislature ample opportunity to find a stable funding source to reach the staffing goal.

You will receive plenty of testimony and written letters on the dangers these men and women face every day due to current understaffing levels. Staffing levels have been reduced over the past 30 years, yet, driver's licenses, motor vehicle registrations, miles driven and population have continued to increase.

Please support H.B. 2046 – the men and women of the Department, as well as the citizens of Oregon deserve this piece of Legislation to pass both Legislative bodies.

Thank you for your support on this vitally needed Legislation.

Respectfully Submitted,

Danny Bisgaard, Retired Oregon State Police – 32 Years of Proud Service



From: "Gary Shearer" <gary-shearer@comcast.net>  
To: amy@ospoa.com  
Subject: HB2046  
Date: 1/14/2019 4:14:44 PM

House Judiciary Committee,

I went to work for the Oregon State Police in 1966 and the Dept. was understaffed then, just like they are today. Let me tell you what that can mean both for Officer Safety and for help to the Public.

I remember one occasion where the complaint was that a group of people in a remote forest camp were belligerent and threatening. I was dispatched during the night shift (graveyard) and upon my arrival was rushed by six individuals who tried to attack me. I stopped their attack by giving them the choice to either stop or face an armed and dangerous person - me. I successfully talked them into standing down and eventually took one person into custody.

Help for me, or them, would have been miles and hours away.

Another incident, also in a very remote forest area, there was a bad motor vehicle crash that involved an outlaw motorcycle club. I was able to gain their assistance because I was trying to save the life of one of their own. Some of the people there were intoxicated and belligerent but by talking to them I obtained cooperation from their leaders. The injured person was stabilized and we waited nearly an hour for an ambulance.

Any help for me would have been that long in coming.

On another occasion on the graveyard shift I was dispatched from Salem to an injury crash on the south side of Lincoln City. On my arrival the injured people were gone. I cleared debris from the roadway. I was then dispatched to another injury accident on the Santiam Pass. It took hours for me to get there but the crash was no longer there. I later determined that there were no other State Police officers working that night, there were no sheriff's deputies working in Lincoln, Polk, Benton, Marion or Linn counties and only two police officers working within the City of Salem.

This is the sort of police coverage we had for most of my career. Today does not seem to be any better, yet today the public expects more and demands more, plus attacks on police officers by the criminal element seem to be more prevalent and violent. My grandfather was a police officer in a small mid-western town for 20 years and I spent a career as a police officer, but none of my children chose to enter the profession and I can't say that I wish they had.

Thank you for considering a bill to make more troopers available.

Gary Shearer, Salem Tel/ 503-508-2104 Email/ [gary-shearer@comcast.net](mailto:gary-shearer@comcast.net)

From: "Smith, Pam" <psmith@osp.oregon.gov>  
To: "amy@ospoa.com" <amy@ospoa.com>  
Subject: Support of more Troopers  
Date: 1/14/2019 8:34:58 AM

As a dedicated employee of the Oregon State Police for the past twenty years, I cannot express the frustration I have experienced and witnessed due the shortage of Troopers in our Area Command. The La Grande Area Command in Eastern Oregon is responsible for three large counties and includes approximately 700 miles of state and federal highways within its 8250 square miles.

Over the years, I have witnessed Troopers responding to crashes, complaints, homicides, disabled vehicles, unattended deaths, domestics, mental illness issues, game complaints (F&W), agency assists, firearms calls, vin inspections, rape and sex abuse, and numerous other situations...all while patrolling and doing all of their other daily assignments and requirements. I have worked in five different offices and with a lot of Troopers over the years as an Administrative Specialist in the offices and see, hear and support each and every one of them. My job has always been to do everything I can to keep the Troopers on the road and/or available to do their job.

Times have changed and although technology is supposed to help simplify the Trooper's job, it sometimes keeps them in the office more with reports, computer systems and paperwork...thus, pulling them out of the field and off the road. I have seen their frustration, and sometimes fear, for not having any backup in situations where they should have a minimum of one or two other Troopers by their side. And rightly so.

Our Troopers' safety is and should be number one and it is not at this point. With the number of miles we cover, our numbers should be at least doubled. It sometimes takes an hour for a backup to arrive in certain areas... which could mean a Trooper's life. It should not be based solely on population, but the miles in between in response time.

I care about each and every one of my Troopers. When I hear an intense situation on the radio and hear the change in their voices, I immediately fear for their lives. I remember when Detective Mike Durr was shot in Grant County...it was a horrible time. And another situation where one of our Recruits was shot at and a stand-off ensued for hours in which the individual eventually killed himself in his vehicle. Or the sniper-type suspect who shot at our Troopers from a hillside. There were not near enough people to cover those situations within a reasonable response time. Not near enough. It took SWAT hours to respond. Not one Trooper's life is worth political monopoly. It is time to prioritize public safety to the top!

Pam Smith

Administrative Specialist 1

Oregon State Police

39155 Pocahontas Rd

1/14/2019

Support of more Troopers

Baker City, OR 97814

541-523-5867 Ext 0

8



From: dshotgun@charter.net  
To: amy@ospoa.com  
Subject: The Need for more Troopers  
Date: 1/13/2019 6:17:37 PM

Dear Amy

My name is Dave Hall, I came on the Department in 1970 being assigned to the Grants Pass office. At that time there were 6 troopers in the office and I was one of 5 recruits assigned there. US Rt 199 was patrolled once a week up until the 5 of us recruits were out on our own. By 1980 our office was built up to 23 or 24 troopers of which there was always at least 4 to 5 men working the road on each of the 3 shifts. When we were removed from the State Hwy funds our numbers started to diminish. Up until that time we had back up and curtailed many accidents as well as backing the local Sheriff's department. When I retired in 1996 the Grants Pass office was down to 8 OSP troopers. Many days I worked alone without any back up whatsoever. Since this time I believe that the accident rates have increased as well as crime in our area. In 1970 the population of Josephine County was approximately 35,000. The population now is over 85000. The drug, accidents and crimes of all kinds have increased tremendously. We need to have our legislators fund the Oregon State Police like it was back in the 70's so that we can give our citizens in this county the proper and swift assistance when required.

Sincerely  
David H. Hall



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From: "Jared Beck" <jaredbeck07@gmail.com>  
To: "Amy Lindseth" <amy@ospoa.com>  
Subject: House Judiciary Letter  
Date: 1/12/2019 1:29:51 AM

To the House Judiciary Committee,

My name is Jared Beck. I have been a Trooper with the Oregon State Police for four years now and stationed at the Portland Patrol Office. I am writing you today in regards to House Bill 2046.

The members of the Oregon State Police that stood before you to give testimony about House Bill 2046 represent the best of us. I'm sure they delivered many convincing facts, statistics, and numbers that outline our short staffing levels and how an increase in our numbers will help us to better accomplish our mission.

What they may not have the time to deliver to you during their short testimonies are the stories behind our numbers (or lack thereof).

One of the stories I would share is from July 4th, 2016. I was still a recruit trooper on probation and had been employed by OSP for approximately one and a half years. I achieved solo patrol status the February before and had worked day shift until the end of June when I was partnered with a coach for a final week of night training before being "checked off" to work solo night shift.

As it happened, my first solo night shift was on that 4th of July Holiday. I was excited because I know working that particular holiday would be busy and present some new challenges I had yet to see on day shift. When I went on duty at 4 PM I received a phone call from my Sergeant. My Sergeant told me he and I were the only ones working tonight and he was going off shift around 10 PM.

This would leave me to handle all of the Portland calls until my shift was over at 2 AM. I knew I had a long night ahead of me as we cover roughly 15 freeways and highways across 2,200 square miles in four different counties.

That holiday shift, I ended up working from 4 PM until after 4 AM. I handled 34 calls across all four counties and drove over 400 miles. I had to fill up my gas tank 3 times that shift. The most difficult call consisted of a rolling domestic dispute between a couple driving down I-5.

Domestic calls are supposed to be a two police response minimum due to the safety issues presented. As I did not have another Trooper to call that night, I asked for cover from the Washington County Sheriff's Office instead. My dispatch informed me WCSO did not have a unit currently available to help out. Wanting to ensure the safety of both parties involved in the domestic, I handled it alone - luckily to a peaceful end.

Although, I look back on that night with pride, knowing that I can handle a heavy call volume; I do not want any of my fellow Troopers (or our short staffed partner agencies that we back-up) to be put at a disadvantage when it comes to their safety and the safety to the public.

I do not envy the decisions this Committee has to make. But regardless of the outcome, I know you will have made the right one for the State of Oregon and it's citizens. Thank you for your time.

Very Respectfully,

Jared Beck

