

From: George Barton
Sent: Wednesday, June 09, 2010 2:19 PM
To: Peter Tobin
Subject: Comments on OSHP MRTF potential Recommendations 6-2-10

Dear Chairman Tobin:

I have attended several of your committee hearings, unfortunately all since February 2010. I have also read whatever has been posted on the ODPS Website as well as TrooperToTrooper. I would like to offer some comments and hope that you would share these with you committee members prior to your next meeting.

On the Potential Recommendations on TroopertoTrooper.com from 6-2-10 found under Operational Efficiency:

- 1) Any statement starting with "The Colonel" I view as a total failure and waste of time on the part of the committee. Other than the revolving door the colonel's office has had during the current governor's administration, the superintendent of the highway patrol constantly is charged with completing these tasks. It is their job to do each and every one of these things as the CEO of this organization.
 - a. The fact that the superintendent's office has had a revolving door lately has hampered the effectiveness of the reviews as have the director's interference in fiscal, HRM, and command structures.
 - b. The recommendations need to address the director's interference.
- 2) The life of a patrol car in the early 90's was 80,000 miles. Today it is 120,000 miles. I recently (February 2010) inspected what was offered for auction at DAS. I chose not to purchase. The cars are worn out.
 - a. The patrol has squeezed every possible safe use out of the fleet when they choose to retire one of the cars.
- 3) On Recommendations #6 & 7; The members of the BSSA and the OSHP are both dealing with funding issues and history has shown that the OSHP has never attempted to become a state police agency. The patrol has and will continue to work closely with all law enforcement agencies wishing to work with them and those working relationships have always centered on traffic safety or crimes utilizing Ohio's highways to further criminal gains.
 - a. Bob Cornwell's repeated statements that the legislature never intended a state police is laughable when he should listen to himself say that what the legislature puts into place, the legislature can take away. The laws of this state are not the same as the US Constitution; we cannot view them as our founding fathers' wishes; especially when the patrol was not formed for over 130 years following statehood. Give it a break Bob!
- 4) On Recommendations #8 & 9 this is a must. The rising costs and shrinking populations will not allow standard user fees to keep up with operational expenditures. The only reliable user fee would be a fuel tax.
- 5) On Topics listed under "Overlapping Services" I have no issues except to say this is where troopers need expanded authority to act as a "Peace Officer with Full Police Powers" when a crime is committed in their presence.
 - a. This should not be viewed as an expansion to "State Police" status. It simply protects them from looking like Barney Fife to the public when they are presented with a common sense duty to act.

- b. As for increasing the jurisdictional boundaries for all sheriffs and local police: In some cases it makes sense, but in the context I witnessed Bob Cornwell and the FOP state it-“NO”!
 - i. If a police officer has to leave his political boundary to gain access to another section of his political jurisdiction, then I support them having police powers in transit.
 - ii. If a police officer is part of a multi-jurisdictional task force such as an OVI Checkpoint, Drug Task Force or the like, I support it.
 - iii. If it means a deputy from Mahoning County can willy-nilly decide he wants to make an arrest in Columbiana County or on his way back from Orient then No, I am not in favor of it.
 - iv. Ohio’s Troopers have traditionally been caught short because of their lack of police powers when the public looks to them as a police officer.
- 6) On Topics relating to “Consolidation of Current Operations”
 - a. “The Colonel” statement still hold true.
 - b. On Recommendation #3, No! First of all the Ohio Turnpike Commission is a state owned private business. Secondly, we do not want, nor do we need every Tom, Dick and Harry running around up there enforcing laws. It would take additional powers for a local agency to cross the turnpike to enforce any law. Troopers can cross all 241 miles and never leave their jurisdiction.
 - i. This is just another money grab for BSSA and this committee was not charged with finding funding for 88 sheriffs

I will end this by stating I travel throughout Ohio weekly having major accounts in Cincinnati and Dayton, so I cross through the major metropolitan areas of Youngstown, Akron, Columbus, Dayton and Cincinnati weekly. I see sheriff’s patrol cars enforcing traffic on I-71 and I-75 every week. In SW Ohio I see Warren County deputies sitting on I-71 running radar/laser and conducting weight enforcement. While this is totally within their jurisdiction to do so, I believe the citizens of Warren County, Medina County, and Wayne County where I see deputies on the interstate would rather them be protecting their neighborhoods instead of the interstate. Obviously these counties are flush with money to assist the highway patrol with traffic enforcement on the interstates.

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