

PROPOSAL FOR STABLE FUNDING OF STATE POLICE

From: Office of Ben Westlund

Date: 3 August 2006

Re: Oregon State Police funding by DMV fees

Problem

Since the removal from the state highway fund (1979/1980), Oregon State Police funding has not kept pace with the state's workload.

The increase of registered vehicles in the state (65%) has easily outpaced population growth (30%). (In 2002, Oregon was 49th in the country in terms of troopers per capita.) This has resulted in casework backloads, coverage lapses, and significant decreases in trooper strength.¹

Legislative Objective

Raise \$70 million dedicated dollars per biennium through a restructuring of DMV fees. The fees would be set aside as a dedicated source of funding for the OSP budget.

Proposed DMV Fee Increases

| Item | Frequency ² (per biennium) | Increase in fee (in \$) | Projected yield (in \$ millions) |
|----------------------|--|----------------------------|-------------------------------------|
| Vehicle registration | 4,000,000 | 6 | 24.0 |
| New licenses | 300,000 | 5 | 1.5 |
| License Suspensions | 1,000,000 | 20 | 20.0 |
| Tests/evaluations | 1,000,000 | 5 | 5.0 |
| Vehicle titles | 2,500,000 | 8 | 20.0 |
| | | TOTAL: | 70.5 |

This fee schedule ties OSP dedicated funding directly to the prospective caseload; as the number of vehicles on the road increases, so does the OSP budget.

As a result of DMV fee increases, **\$70.5 million** per biennium would be added – as a dedicated source of funding – to the OSP budget. This allows for an effective doubling of trooper strength.

¹ Source: Oregon Department of State Police Fact Sheet, 2004

² Source: Oregon Department of Transportation