

HB 2100 -2, -5, -7 STAFF MEASURE SUMMARY

Joint Committee On Transportation

Prepared By: Patrick Brennan, LPRO Analyst

Meeting Dates: 5/9, 5/11

WHAT THE MEASURE DOES:

Placeholder only - see "Effect of Amendment" section below.

NOTE - LFO has requested that measure be referred to the Committee on Ways and Means

ISSUES DISCUSSED:

- Whether measure triggers three-fifths vote requirement
- Cost recovery of services
- Reason some fees are increasing more than others

EFFECT OF AMENDMENT:

-2 Replaces original measure. Permits Department of Transportation, by rule, to define "electric vehicle", "hybrid vehicle", and "plug-in electric vehicle" for purposes of vehicle registration surcharge. Increases vehicle registration surcharge for vehicles with 0-19 mpg rating from \$20 to \$23, and for vehicles with MPG rating of 29-39 from \$25 to \$32. Specifies that all plug-in hybrid electric vehicles pay surcharge of \$35 regardless of MPG rating. Increases title transfer fee from \$77 to \$110. Clarifies that electric vehicles, hybrid vehicles and plug-in hybrid electric vehicles, as defined by the Department, that are approved for the road usage charge program are not subject to vehicle registration surcharge. Repeals title fee surcharge based on vehicle MPG rating. Applies to amounts impose on or after measure's effective date.

FIS: Minimal fiscal impact on measure w/the -2 amendment

RIS:

-5 Replaces original measure. Increases maximum fee charged by vehicle dealers for document processing from \$150 to \$250 for dealers using integrators, or from \$115 to \$200 for dealers not using integrators. Increases amount paid by dealer to integrator from \$25 to \$35. Applies to fees imposed on or after measure's effective date.

FIS: Minimal fiscal impact on measure w/the -5 amendment

RIS:

-7 Replaces original measure. Increase fees for the following documents and services: Class C driver licenses (from \$54 to \$58); commercial driver licenses (from \$75 to \$160); instruction driver permit (from \$23 to \$30); commercial learner driver permit (from \$23 to \$40); hardship driver permit application (from \$50 to \$75); original or renewal of motorcycle endorsement (from \$46 to \$90); renewal of Class C driver licenses (from \$34 to \$48); renewal of commercial driver license (from \$55 to \$98); renewal of instruction driver permit (from \$23 to \$26); replacement of driver license or permit (from \$26 to \$30); knowledge test for Class C driver or motorcycle endorsement knowledge test (from \$5 to \$7); skills test for Class C driver licenses (from \$9 to \$45); skills test for commercial driver license, removal of restriction, or add endorsement (from \$70 to \$145); reinstatement of revoked or suspended driving privileges (from \$75 to \$85); original identification card (from \$44.50 to \$47); renewal of identification card (from \$40.50 to \$43); replacement identification card (from \$39.50 to \$40); reinstatement of identification card after suspension (from \$75 to \$85); vehicle inspection (from \$7 to \$9);

HB 2100 -2, -5, -7 STAFF MEASURE SUMMARY

registration of campers (from \$6.75 per foot to \$7 per foot for each foot of length in excess of 10 feet); motor home registration (from \$7.50 per foot to \$8 per foot for each foot of length in excess of 10 feet); transfer of registration plate (from \$6 to \$30); duplicate or replacement registration plates (from \$5 or \$10 to \$12). Provides for waiver of fee for persons experiencing homelessness if qualification is determined by nonprofit organization or state agency. Specifies fee for registration plates based on cost of manufacture is determined by rounding the cost to the next higher dollar. Applies to amounts imposed on or after measure's effective date.

FIS: Minimal fiscal impact on measure w/the -7 amendment

RIS:

BACKGROUND:

The Driver and Motor Vehicle Services Division (DMV) of the Oregon Department of Transportation (ODOT) is the state agency charged with the responsibility of licensing persons to operate motor vehicles and commercial vehicles in the Oregon, as well as titling and registration of vehicles to operate on public roads. The agency is funded through the fees it assesses on the documents and services provided.