



# Oregon

Tina Kotek, Governor

Department of Transportation

Director's Office

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**DATE:** May 9, 2023

**TO:** Joint Committee on Transportation

**FROM:** Lindsay Baker, Assistant Director, Government and External Relations  
Oregon Department of Transportation

**SUBJECT:** HB 2100(-2) and (-7) – DMV Fee Bill

Dear Co-Chairs Frederick and McLain and members of the Joint Committee on Transportation,

Thank you for the opportunity to provide information regarding ODOT's proposed amendments to HB 2100, ODOT's DMV fee bill. ODOT appreciates the Committee's willingness to examine DMV fees and the commitment to ensuring that DMV can recover its costs and continue to provide vital services to Oregonians.

ODOT's Driver and Motor Vehicle Services Division (DMV) undertakes a regular cost of service study of many of its most common fees for services provided to Oregonians. Many DMV fees are not sufficient for cost recovery. House Bill (HB) 2100(-7) proposes to increase many common DMV fees to help cover the cost of delivering the service. HB 2100(-2) proposes to modify the tiered miles per gallon registration and title fee established in HB 2017 (2017) to allow for more accurate fee collection.

### **HB 2100(-2)**

Through HB 2017 (2017), the Legislature sought to ensure that all vehicles were paying their fair share and implemented tiered MPG registration and title fees. Over the past 6 years, correctly charging title and registration fees by MPG tier has proved to be confusing for customers, and difficult to correctly implement.

HB 2100(-2) modifies the tiered miles per gallon (MPG) registration fee that was established by HB 2017 (2017), by changing the tiers from MPG to mode of power (internal combustion engine, hybrid vehicles, plug-in hybrid electric vehicles, full battery electric) while remaining revenue neutral for each vehicle class. The -2 amendment also repeals the tiered MPG title fee for light vehicles and replaces it with a revenue neutral flat title fee.

The proposed change to the tier structure from MPG to mode of power will be easier to implement, as the mode of power can be more accurately determined from the vehicle's VIN than the specific MPG. Shifting the registration fee and repealing the tiered title fee with a flat title fee, will allow for a less cumbersome registration process for customers, and more accurate fee collection, while still working towards the goal that all vehicles pay their fair share.



## HB 2100(-7)

HB 2100(-7) proposes to increase many common fees to help cover the cost of delivering the service. The revenue generated from DMV fees is largely dedicated to paying for different components of the transportation system, and the statutory fees have not kept pace with the actual cost to deliver the service and operate DMV. While the fee increases proposed by HB 2100(-7) will increase the revenue raised for DMV operations during the 2023-2025 biennium, this will not solve ODOT's DMV funding challenges. However, the proposed fee increases will allow DMV to avoid significant reductions to service levels during the next biennium and provide a bridge to 2025, when a larger discussion about transportation funding occurs. Without the proposed fee increases, customers will likely face longer wait times in offices and longer call wait times as DMV is unable to hire staff as positions become vacant.

The proposed fee increases are detailed below and include items such as: original issuance and renewals of Class C and Commercial driver licenses, permits, and ID cards; motorcycle endorsements; Class C skills and knowledge tests; commercial driver license skills tests; license plate transfers; and rounding fees up to the nearest whole dollar. Additionally, the registration period for new motorcycles and mopeds has been reduced to two years from four years, at the request of the motorcycle dealers.

Fee Type	Current Statutory Fee	Proposed Statutory Fee	Actual 2019-21 Cost	Section	ORS
<b>Driver Licensing</b>					
Original Class C Driver License	\$54.00	<b>\$58.00</b>	\$70.93	1	807.370(1)(a)
Class C Driver License Renewal	\$34.00	<b>\$48.00</b>	\$67.14	1	807.370(5)(a)
Class C Driver License Replacement	\$26.00	<b>\$30.00</b>	\$33.04	1	807.370(6)
Original Class C Instr. Permit	\$23.00	<b>\$30.00</b>	\$111.89	1	807.370(1)(e)
Class C Instruction Permit Renewal	\$23.00	<b>\$26.00</b>	\$24.37	1	807.370(5)(e)
Class C Instruction Permit Replacement	\$26.00	<b>\$30.00</b>	\$33.04	1	807.370(6)
Class C Knowledge Test	\$5.00	<b>\$7.00</b>	\$2.55	1	807.370(7)(a)
Class C Skills Test	\$9.00	<b>\$45.00</b>	\$123.16	1	807.370(7)(d)
Motorcycle Knowledge Test	\$5.00	<b>\$7.00</b>	\$2.55	1	807.370(7)(b)
Motorcycle Endorsement	\$46.00 & \$49.00	<b>\$90.00</b>	\$58.62	1	807.370(3)(a)&(b)



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Original CDL	\$75.00	<b>\$160.00</b>	\$137.97	1	807.370(1)(c)
CDL Renewal	\$55.00	<b>\$98.00</b>	\$77.13	1	807.370(5)(c)
CDL/CDP Replacement	\$26.00	<b>\$30.00</b>	\$33.04	1	807.370(6)
Orig. CDL Instr. Permit	\$23.00	<b>\$40.00</b>	\$114.05	1	807.370(1)(f)
CDL Skills Test	\$70.00	<b>\$145.00</b>	\$613.12	1	807.370(7)(e)
All Hardship/ Probationary Permits	\$50.00	<b>\$75.00</b>	\$100.33	1	807.370(1)(L)
All Reinstatements	\$75.00	<b>\$85.00</b>	\$82.64	1&2	807.370(10) + 807.410(d)
Original ID Card	\$44.50	<b>\$47.00</b>	\$33.40	2	807.410(1)(a)
ID Card Renewal	\$40.50	<b>\$43.00</b>	\$28.82	2	807.410(1)(b)
ID Card Replacement	\$39.50	<b>\$40.00</b>	\$15.87	2	807.410(1)(c)&(g)
<b>Vehicles</b>					
License Plate Transfer	\$6.00	<b>\$30.00</b>	\$45.13	6	803.575(3)
Replacement Plate/Sticker	\$10.00	<b>\$12.00</b>	\$28.42	6&7	803.575(2)&(5)& 805.250
VIN Inspection	\$7.00	<b>\$9.00</b>	\$4.18	3	803.215
<b>Rounding to whole dollar</b>					
Trailer or Campers over 10 ft extra per foot	\$6.75	<b>\$7</b>		4	803.420(7)(c)(B)
Motor homes over 14ft extra per foot	\$7.50	<b>\$8</b>		4	803.420(7)(c)(D)
Plate cost rounded to whole dollar				5	803.570(2)(a)
<b>Moped and Motorcycle Registration Term</b>					
Registration Period for moped and motorcycle 4 years to 2 years	Only changing term, not fee			8	803.415

ODOT appreciates the Committee's consideration of HB 2100 with the (-2) and (-7) amendments. Please reach out with additional questions. Thank you.