

# A History of Driver Licensing in Oregon

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- 1911** — The first chauffeur's registration law became effective August 1, 1911, requiring a \$2.00 fee from January 1 to August 1 and \$1.00 for the remainder of the year. Minimum age 18 years. No driver's license required, no testing program.
- 1917** — First Driver's "registration" law became effective August 1, 1917 requiring driver under 15 years of age to be accompanied by a parent, guardian or owner.
- 1919** — Minimum age for drivers raised to 16 years. Those under 16 had to be accompanied by a competent driver. Chauffeur's fees – January 1 to July 31 - \$4.00, July 1 to October 1 - \$2.00, October 1 to December 31 – \$1.00.
- 1920** — First driver's license law. Fee - 25¢. License valid for life. Minimum age – 16 years. Five days' experience required. Instruction permits issued by chiefs of police, city marshals, sheriffs, and secretary of state. Permit good for 15 days. No fee.
- 1922** — Driver's license fee raised to \$1.00. Chauffeur's - \$2.00 a year; after July 1, \$1.00.
- 1930** — Half-year chauffeur's license fee provided. Registration period from July 1 to June 30.
- 1931** — Original provisions of ORS 482 adopted. \$1.00 for original operator's, 50¢ for renewal. Chauffeur \$1.00 per year. Instruction permits \$1.00, good for 60 days. (Vision and law tests required.)
- 1933** — Renewal operator's raised from 50¢ to \$1.00. All operators' licenses issued between July 1, 1920, and June 30, 1931, automatically expired. No examination required on renewal operators, unless qualifications questioned. Chauffeur's -- \$1.00 per year – changed to calendar year.
- 1935** — Persons over 70 years of age required to complete examination before operator's license renewed.
- 1939** — Applicants for renewal who did not have a license valid for the period immediately preceding the period of the license applied for, required to complete an examination consisting of a vision test, written test on motor vehicle laws, and a driving demonstration. Examination also required of all applicants who had not completed tests within 4 years prior to the date of making application, effective July 1, 1943.
- 1941** — Fee for driver's license and driver's license renewal increased to \$1.50 including

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50¢ fee for fund to reimburse hospitals for care of indigent patients injured in motor vehicle accidents.

- 1943** — Expiration date of all drivers' licenses scheduled to expire on June 30, 1943 extended to June 30, 1945.

Law repealed requiring re-examination of persons 70 years or age or over and those not having completed tests within four year period when filing renewal applications.

Provision for issuance of special chauffeur's license to 16 and 17 year olds during war emergency and six months thereafter.

Fee for original and renewal drivers' licenses lowered to \$1.25, reducing from 50¢ to 25¢ the fee collected for fund to care for indigent persons injured in motor vehicle accidents. Further providing for the reimbursement of doctors, nurses and ambulance operators in addition to hospitals.

- 1945** — Expiration of all drivers' licenses scheduled to expire June 30, 1943 and June 30, 1945 further extended to June 30, 1947.

- 1947** — Staggered expiration dates for original and renewal drivers' licenses adopted. Licenses to expire on birthday in an even-numbered or odd-numbered year depending upon the applicant's year of birth. No license issued for less than 12 months. When first birthday occurred in less than 12 months from the date of application, 24 months was added to license period. Periods ranging from twelve to thirty-five months with fees as follows:

Less than 18 months	_____	\$0.75
18 to 29 months, inclusive	_____	\$1.25
30 to 35 months, inclusive	_____	\$1.75

All fees include 25¢ for fund to care for indigent persons injured in motor vehicle accidents. Fee for license renewal remained \$1.00.

State health officer required to report to Secretary of State all cases diagnosed as epilepsy or similar disorder characterized by momentary or prolonged lapses of consciousness or control.

Driver improvement program started.

- 1949** — Signature of either parent acceptable on applications for licenses and permits of persons under 18 years of age.

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- 1951** — Fee for original and renewal driver license raised 25¢, increasing from 25¢ to 50¢ the fee collected for fund to care for indigent persons injured in motor vehicle accidents. Further providing for the reimbursement of pharmacies, in addition to hospitals, doctors, nurses and ambulance operators.

Amendment of the statute governing the issuance of chauffeurs' licenses and badges, eliminating the issuance of badges. Combined operator-chauffeur license issued.

- 1956** — Department of Motor Vehicles established as a separate branch of government. Director appointed by Governor. (Department later became a Division of the Department of Transportation 1969.)

- 1957** — \$1.00 added to fee of a driver's license to establish Student Driver Education Fund.

- 1961** — Law enacted to require a change of address notice from drivers within 30 days.

- 1963** — Driver license compact approved by Legislature.

- 1965** — Motor Vehicle Accident Fund fee increase 25¢, bringing total for fund to \$1.00. Total fee, \$3.00 with \$1.00 for driver education, \$1.00 for Motor Vehicle Accident Fund, and \$1.00 for license itself.

Motorcycle endorsement program initiated. Required regular license endorsed for motorcycle operation. Testing included written test and brief on-cycle street test.

- 1967** — Driver license records converted from manual to computer files.

- 1969** — Driver license division dissolved. Division organized by Field and Administrative Services.

- 1973** — Basic driver license fee increased from \$1 to \$2. This was the first fee increase for license since 1922.

Fee for motorcycle endorsement established at \$3.50. Instruction permit fee increased from \$1 to \$3.

Reinstatement fee for suspended license increased from \$2 to \$3.50 in one law, superseded by \$8 in bill signed later.

Non-driver identification card program approved. Fee same as driver's license,

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\$2.00 for two years.

Driver improvement program, including classroom instruction, authorized by statute in 1973. Statute authorized fee to cover cost of administration. \$10 charged for D.D.C. program.

Habitual Traffic Offenders Act approved.

**1975** — License period changed from 2 to 4 years with conversion scheduled to begin July 1, 1976. Photo license (instant issue) approved for same date. Total fee for a 4-year driver's license, including \$2 for each of special funds. License itself went from \$2 for 2 years to \$5 for 4 years. Duplicate fee changed from \$2 to \$3. ID card fee changed to \$5, also effective July, 1976.

**1976** — Photo license program began July 1, 1976.

Off-street motorcycle skill tests began.

**1979** — Motorcycle endorsement fee increased to \$7.

Law changed to allow notice of change of address by mail with address stickers issued to be placed on back of licenses.

**1980** — Modified MOST tests (developed with assistance of Motorcycle Safety Foundation) began in Eugene-Springfield area. Off-street test given only one day per week. Test use expanded to Salem, Pendleton, Medford-Ashland, and Sherwood between 1980-81.

Work completed on proposed design for a new driver license issuance system with terminals proposed for all field offices.

**1981** — Original driver and chauffeur license fees increased from \$5 to \$10 to more adequately cover cost of testing and issuing. Motorcycle endorsement fee increased to \$10. Duplicate fees increased from \$3 to \$4. Special permit fees increased from \$1 to \$5.

Driver license issuance system concept approved by budget note, but final development and installation not funded.

Motorcycle instruction permit program authorized. Permit valid for six months, cost \$3. Allows limited operation in roads – daylight only, under observation of licensed motorcyclist 21 or older. Holder must have a driver's license, wear an approved

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helmet, and not carry passenger.

Motorcycle safety education program authorized by same measure. DMV to collect \$3 for each motorcycle endorsed license issued or renewed with money to go to Department of Education for motorcycle safety classes in schools.

Safe driver extension program authorized. To be eligible to extend license for 4 years without personal appearance and issue of new photo license, driver must have no accidents, convictions, or suspensions on license. Effective on licenses expiring in January, 1982.

**1983** — Original driver's license fee increased from \$10 to \$15. Renewals increased from \$5 to \$7 until January 1, then add \$1 if new photo taken. Duplicates increased from \$4 to \$10. Motorcycle safety fund changed to \$2 first time; \$3 on renewals. Safe driver repealed and all drivers allowed one mail renewal in 8 years.

Driver License Issuance System given final approval. Scheduled for implementation in 1984.

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