

## House Bill 2178

### *Testimony regarding light vehicle trip permits.*

*Delivered by Kelly Taylor, Legislative Coordinator,  
ODOT Driver and Motor Vehicle Services Division*

*January 31, 2001*

#### **INTRODUCTION**

The Department of Transportation requested this bill to address the concerns raised by the public and law enforcement about people illegally obtaining multiple trip permits. The Department is also proposing two other changes related to trip permits for recreational vehicles and special use trailers.

#### **WHAT THE BILL DOES**

There is a perceived abuse of trip permits for various reasons. By the term "abuse", we mean people are obtaining trip permits beyond the limits set by law. It is believed that the main reason for the abuse is to avoid DEQ vehicle emission testing. The DMV local offices located in the DEQ areas sell 74% of all light vehicle trip permits. Another reason a person would abuse trip permits is to avoid registering the car in his/her name.

Currently, trip permits are available for various lengths, from 10 days to 120 days. The cost for a trip permit ranges from \$5 to \$40. A person is limited to a maximum of 120 days of a trip permit within a 12-month period. However, it is up to the person to be honest and not apply for a trip permit beyond the 120-day limit. Based on law enforcement's experience and media news stories, the "honor system" is clearly not working.

Under HB 2178, only two 15-day permits in a 12-month period may be issued for a specific vehicle. The cost for a permit is \$20. In addition, DMV proposes to create a tracking system to monitor the number of trip permits issued to a specific vehicle. We believe a tracking system is vital for the bill to meet its objective. We estimate the cost of creating the tracking system to be \$111,000.

In addition, HB 2178 makes two other changes related to trip permits. It restores the requirement for a person to submit vehicle insurance information when applying for a trip permit for a motor home. Prior to the 1997 legislative session, this information was required on trip permits for motor homes. Unfortunately, the requirement was omitted when the "recreational vehicle trip permit" was created in the 1997 session. We believe the omission was unintended since motor homes are considered "motor vehicles" under Oregon's laws, and as such are subject to the vehicle insurance laws.

Finally, this bill will allow a heavy trailer trip permit to be issued for special use trailers. Special use trailers are typically used on construction sites to serve as the construction company's office or as storage for the company's tools and equipment. Currently, these trailers do not qualify for any type of trip permit. This change will allow a construction company to move a special use trailer from one construction site to another using a heavy vehicle trip permit.

#### **SUMMARY**

The changes in HB 2178 will reduce the abuse of trip permits, restore insurance information on trip permits for motor homes and provide a new service for customers with special use trailers. I ask the committee to support the bill.

## House Bill 2178 A-Engrossed

### *Testimony regarding light vehicle trip permits.*

*Delivered by Kelly Taylor, Legislative Coordinator,  
ODOT Driver and Motor Vehicle Services Division*

*May 8, 2001*

#### **INTRODUCTION**

The Department of Transportation requested this bill to address the concerns raised by the public and law enforcement about people illegally obtaining multiple trip permits. The Department is also proposing two other changes related to trip permits for recreational vehicles and special use trailers.

#### **WHAT THE BILL DOES**

There is a perceived abuse of trip permits for various reasons. By the term "abuse", we mean people are obtaining trip permits beyond the limits set by law. It is believed that the main reason for the abuse is to avoid DEQ vehicle emission testing. The DMV local offices located in the DEQ areas sell 74% of all light vehicle trip permits. Another reason a person would abuse trip permits is to avoid registering the car in his/her name.

Currently, trip permits are available for various lengths, from 10 days to 120 days. The cost for a trip permit ranges from \$5 to \$40. A person is limited to a maximum of 120 days of a trip permit within a 12-month period. However, it is up to the person to be honest and not apply for a trip permit beyond the 120-day limit. Based on law enforcement's experience and media news stories, the "honor system" is clearly not working.

Under HB 2178 A-Engrossed, only two 21-day permits in a 12-month period may be issued for a specific vehicle. The cost for a permit is \$20. In addition, DMV proposes to create a tracking system to monitor the number of trip permits issued to a specific vehicle. We believe a tracking system is vital for the bill to meet its objective.

In addition, HB 2178 A-Engrossed makes two other changes related to trip permits. It restores the requirement for a person to submit vehicle insurance information when applying for a trip permit for a motor home. Prior to the 1997 legislative session, this information was required on trip permits for motor homes. Unfortunately, the requirement was omitted when the "recreational vehicle trip permit" was created in the 1997 session. We believe the omission was unintended since motor homes are considered "motor vehicles" under Oregon's laws, and as such are subject to the vehicle insurance laws.

Finally, this bill will allow a heavy trailer trip permit to be issued for special use trailers. Special use trailers are typically used on construction sites to serve as the construction company's office or as storage for the company's tools and equipment. Currently, these trailers do not qualify for any type of trip permit. This change will allow a construction company to move a special use trailer from one construction site to another using a heavy vehicle trip permit.

#### **SUMMARY**

The changes in HB 2178 A-Engrossed will reduce the abuse of trip permits, restore insurance information on trip permits for motor homes and provide a new service for customers with special use trailers. I ask the committee to support the bill.