ODOT will look for ways to deal with budget challenges

The following is derived from a letter Kris Strickler, Director of ODOT, emailed to external ODOT partners on April 29:

There are challenges that lie ahead for ODOT’s budget. Unless we take proactive steps to bring our resources and expenditures into alignment, around the year 2024, ODOT will not have enough State Highway Fund resources to cover the costs of operating the agency.

While the current COVID-19 pandemic impacts our revenues, the issues the Highway Fund faces are larger than COVID-19 for Oregon.

This shortfall is specific to Highway Fund resources available to cover the costs of operating the agency and paying for functions like day-to-day road maintenance and operations by ODOT, and administrative functions like human resources and information technology.

ODOT collects revenue through the DMV and Commerce and Compliance Division (formerly Motor Carrier), and receives some federal dollars. However, some of those funding streams may be challenged by COVID-19 or other factors.

Some wonder how there can be an operating funding shortfall with the passage of House Bill 2017 (in 2017 Legislative Session), the largest transportation investment package in Oregon’s history. The reality is that virtually all of the funding from HB 2017 and other recent transportation investment packages is directed by law to the transportation system and does not cover the agency’s operating and maintenance costs.

ODOT’s challenge is that while operating expenditures grow by about 6 percent per year, the resources we have available to cover these costs are growing at about 2 percent per year. This is by definition unsustainable, showing that future expenditures will eclipse available resources.

Fortunately, there is no immediate shortfall. ODOT’s leadership team is proactively working with the Oregon Transportation Commission to address this challenge. ODOT as a whole is working to maximize efficiencies in order to close the budget gap. We are looking for ways to innovate and conduct business as fiscally efficient as possible. This includes focusing on core priorities, and unfortunately reducing service levels in some areas.

This will have impacts on our customers and stakeholders. ODOT wants to be transparent with you about the challenge that lies ahead, and we will continue to engage with customers and stakeholders as we work towards a solution. ODOT, along with our stakeholders and local governments, will keep customer needs in the forefront while working to solve our fiscal challenges.

If you would like more information, please read over ODOT’s budget fact sheet at: www.oregon.gov/odot/Documents/Budget_Fact_Sheet.pdf.

Kris Strickler
ODOT Director
DMV expects offices will reopen to public in stages

DMV has operated for several weeks at a scaled-back level due to the pandemic.

The question on everyone’s mind is what a return to “normal” will look like for DMV?

We expect that restoring access to DMV for vehicle dealers and the public will take several months and be done in stages as conditions change and we evaluate impacts. Customer and employee safety will be our top priority as we consider new ways to serve people.

One scenario would have us slowly and cautiously reopening our doors with a few offices in the summer. We might start in areas with low infection rates, and limit our services to DL/ID issuances with an appointment. We might not add more offices until August, and encourage people to use other service channels (mail, online, DEQ and EVR) for transactions like vehicle titles and registration.

We also envision limiting field offices initially to driver licensing, ID cards and related services using the new OLIVR system, which will go live July 6. Driver skills testing may be limited to third-party testers.

Plexiglas shields will be installed at prime contact points between customers and employees, and customers will be encouraged to wear facial coverings. The approach will be scalable in the number of offices open and range of services offered, and ensure flexibility to pull back if conditions change.

I’ve focused primarily on field office operations, yet sections at DMV Headquarters are also impacted. Some services, such as dealer inspections, require people contact, while others answer customer questions and complete transactions from thousands of people and businesses.

We’re in the early stages of planning, and our efforts will be coordinated with other agencies and approved by our Director and Governor’s Office. We’re in uncharted territory with this, and the range of options is extensive. However, we must remember the demand for DMV services continues to grow with each passing day, and our agency depends upon the revenue we collect.

We don’t have a magical crystal ball to predict the future. All I know is that we’ll do the best we can to map out a direction going forward, and that your health and safety will be the most important thing!

Tom McClellan
DMV Administrator

Mail vehicle title work to DMV Specialty Desk

Please mail all vehicle title work to the DMV Headquarters Specialty Desk Unit. DMV’s Business Regulation section does not process title and registration applications.

When you mail these documents to Business Regulation, it can delay delivery to the appropriate DMV unit by more than a day and complicates financial security procedures when payments are involved.

Please address title work to:

DMV Services
Specialty Desk Unit
1905 Lana Ave NE
Salem OR 97314


Part of that change requires vehicle dealers to mail all title work to DMV Headquarters rather than dropping it off at field offices and dealer centers.

Thank you for understanding. We hope you all stay well.

More DMV information related to COVID-19 can be found at www.Oregon.gov/ODOT/DMV.

Cultural plate fee $25 as of January 2021

One of the three bills that passed during the 2020 Legislative Session, held Feb. 3 through March 8, 2020, impacts DMV and vehicle dealers.

House Bill 4061 increases cultural registration plate fees from $15 to $25, effective for registrations that begin or expire starting Jan. 1, 2021.
## Proposed Civil Penalties and Sanctions

<table>
<thead>
<tr>
<th>DEALER ACTING AS A VEHICLE DEALER WITHOUT A CURRENT DEALER CERTIFICATE</th>
<th>OFFENSE</th>
<th>CITY</th>
<th>VIOLATIONS FOUND</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legacy Auto Group Inc</td>
<td>Failure to submit title, fees and all documents to DMV within 30 days</td>
<td>Salem</td>
<td>1</td>
<td>$5,000</td>
</tr>
<tr>
<td>Happy Valley</td>
<td>Failure to submit title, fees and all documents to DMV within 30 days</td>
<td>Portland</td>
<td>5</td>
<td>$5,000</td>
</tr>
<tr>
<td>Dave Mayers Imports</td>
<td>Failure to submit title, fees and all documents to DMV within 30 days</td>
<td>Portland</td>
<td>3</td>
<td>$5,000</td>
</tr>
<tr>
<td>Jerry Black</td>
<td>Failure to maintain lien claimant records in a manner allowing for timely and efficient retrieval of records by DMV for inspection</td>
<td>Roseburg</td>
<td>1</td>
<td>$3,000</td>
</tr>
<tr>
<td>NOTE: Civil penalty amounts may not reflect settlements or judgments</td>
<td></td>
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Welcome John Corbin as Salem-area Investigator

Please join me in welcoming DMV’s newest Dealer Investigator, John Corbin!

John was born and raised in Sweet Home. After graduating high school, he joined the Army as an armor crewman and was honorably discharged after one tour of duty. He found a lack of tanks to drive when he got back to the United States, so he chose to pursue a degree in criminal justice.

John worked for Walmart as a side job until he was promoted into a management position. He managed several Willamette Valley Walmart stores for the next six years, but he wanted to fulfill his desire to use his college degree. To that end, he applied for a Compliance Specialist 2 position and was hired by DMV on March 2.

He is assigned as the Salem-area Dealer Investigator, working out of the DMV Headquarters East Annex building. The current COVID-19 restrictions have greatly hampered his training, as he is assigned to telework, and he’s anxious for the restrictions to be lifted so he can finish his training period and get out to meet all of his coworkers and industry representatives face-to-face.

Larry Purdy  
Chief of Investigations

Washington VIN inspections delayed

Dealers who are purchasing vehicles from dismantlers in the state of Washington and seeking to title them Oregon may be delayed due to COVID-19 emergency restrictions.

Due to social distancing requirements, the Washington State Patrol has ceased conducting VIN inspections until further notice.

The Washington State Patrol performs physical inspections of vehicles that have been rebuilt after being destroyed or declared a total loss by an insurance company. Washington requires a VIN inspection before issuing a vehicle title.

Since Oct. 21, 2019, Oregon DMV has stopped accepting Washington dismantler bills of sale as an ownership document in applications for vehicle title in Oregon.

A Washington vehicle with a dismantler bill of sale must first be titled in Washington before the owner can apply for title in Oregon.

If you are seeking a VIN inspection appointment in Washington, please visit WSP for updates at https://www.wsp.wa.gov/driver/schedule-a-vin.