

***June 2015
Update***



Cost of Services Study

Oregon Department of Transportation



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Beginning with Oregon's first vehicle registration in 1905, DMV operations have evolved to fulfill many roles.

The Many Faces of Motor Vehicle Operations

“Department of Identity Management” – Motor Vehicle agencies are the de facto standard for identity management. Citizens must show their Driver Licenses for identification purposes much more often than they show them for driving purposes.

“Department of Driver Education and Teen Drivers” – The attention needed by new teen drivers, their parents, and the associated driving schools and public school education programs is a unique part of motor vehicle operations.

“Department of Business Licensing & Management” – Car dealerships and other businesses are only one aspect of commercial operations needing to deal with the DMV.

“Department of Vehicle Property” – Vehicles, Titles, Liens, Leasing Companies, Lien holders, Registrations, and Plates are a unique part of the operations that requires everything from exchange of data with banks, to verifications of document authenticity, to management of controlled stock. Customers range from individuals, to car dealerships, to businesses with fleets of vehicles. Some states also track boats, trailers, and smaller personal vehicles.

“Department of Driver Behavior Management” – Violations, Points, Complicated Driving Histories and Restoration rules, Appeals and Education are all standard for every state operation.”

“Department of Revenue Generation” – Many states collect over \$1B in revenue and are typically considered a major source of revenue for their State. Motor Vehicle operations rarely have the financial tools to properly manage such a large and complicated cash flow, and rarely get to keep enough of the funds generated to upgrade their administrative operations.”

“Department of Enforcing other Department's Rules” – Motor Vehicle operations are often used as the “enforcer” of policy that belongs to other departments. While the reasoning is worthy it does complicate the number of departments and systems that motor vehicle operations must deal with.

“Department of Information Brokers” – Everyone wants to know information that motor vehicles has in its database. Driver License Status and Driving Histories, Vehicle information, and much more are a part of a significant information business.

The Many Faces of Motor Vehicle Operations (Used with permissions from: Mathtech Inc. – 2465 Kuser Road, Suite 200, Hamilton, NJ 08690)

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1 EXECUTIVE SUMMARY

This report updates the DMV Cost of Services Study published on September 23, 2013.

DMV fees intended for cost recovery are no longer sufficient to fully recover costs. Fees from vehicle transactions (titles and registration) continue to supplement the driver program products and services. Costs (including Central services assessments) are increasing faster than revenues, resulting in less net revenue for local government and the State Highway Fund. Most DMV fees are set in statute and require legislative approval to change.

The Oregon Transportation Commission requested regular updates to the initial cost analysis. No changes have been made to DMV fees since the original study and report were completed in 2013. This is the first update of the DMV Cost of Services Study using the methodology developed in 2013.

Tom McClellan
DMV Administrator

2 HISTORY/OVERVIEW

DMV revenue is generally dedicated to transportation system funding under Article IX Section 3a of the Oregon Constitution. Changes to business processes at ODOT and across state government operations, plus new federal requirements have altered the costs associated with providing DMV services.

Fees collected by DMV support three core purposes as defined in Oregon Revised Statutes (ORS):

- 1) Cover direct and administrative costs of providing DMV services
- 2) Provide funding for transportation infrastructure debt service
- 3) Generate revenue for the State Highway Fund (including disbursements to local governments)

The DMV Administrator formed a project team in October 2012 to determine the true cost of a broad range of DMV products and services. Operational requirements to provide DMV services had changed significantly due primarily to federal and state laws. An Advisory Committee of internal and external stakeholders was formed to provide input and review draft materials. A comprehensive cost study had not been conducted at DMV in many years. The report issued in September 2013 was presented to the Oregon Transportation Commission and to legislative policy makers.

The 2013 study recommended five opportunities to reform the DMV fee structure:

1. Set DMV fees to at least recover costs at a product level. This could add an estimated \$84 million each biennium to DMV revenue. Several product fees should remain below the level of minimum cost recovery, but these should be specific exceptions: Disabled Person Parking Permits, Driver License Skills Tests, and Limited Term Licenses.
2. Adjust driver test fees to recover costs, but include a “market comparison” adjustment. This would create an incentive for customers to better prepare before taking knowledge tests, while keeping driving skills test fees in parity with comparator states. In order to help recover costs for more expensive behind-the-wheel skill tests, DMV should charge a \$15 fee for knowledge tests. That fee is less than several neighboring states and more than others, so it is within the “market” for that product.
3. Shift Oregon Transportation Investment Act III (OTIA) earmarks from specific driver-related fees to vehicle registration fees. This would allow driver fees to achieve cost recovery. This is not a proposed increase to vehicle registration fees – it merely realigns which fee types are pledged to OTIA III bond funding.
4. Provide an incentive to customers to renew vehicle registration online. This could be implemented by charging a \$6 surcharge for customers who choose to visit a field office for vehicle registration renewals. Field office registration renewals cost DMV more than renewals through online services, regular mail, or through DEQ emissions testing stations. A surcharge is allowable within current state laws. This could yield approximately \$5.5 million per year in additional revenue using estimated 2013/15 transaction volumes if customer behavior does not change. It

also promotes greater use of less expensive alternatives such as online renewals or renewal by mail, and could also result in reduced in-person wait times with fewer customers going in person to DMV offices.

5. Establish a technology fee or surcharge. This fee would generate a dedicated revenue source for the DMV system modernization effort. The proposed \$3 fee on most driver license, vehicle title, and registration transactions is estimated to raise about \$100 million over a ten-year period to be deposited in a fund designated for DMV systems modernization. The proposed technology fee could “sunset” after 10 years or an alternate strategy could be developed to sustain innovation by having an ongoing revenue source to allow investment in future technological advancements.

The initial 2013 report included several significant findings. First, fees collected for driver-related services were recovering only 40% of their costs, thereby reducing revenue-generating capacity of vehicle registration fees due to subsidizing the driver-related services. Second, license testing fees and increases to DMV fees over the previous 12 years were for transportation system replacements or repairs and not for cost recovery at DMV. Finally, fee revenues from DMV flowing into the State Highway Fund not otherwise earmarked for specific purposes (such as debt service on bonds used for financing transportation system projects) had declined significantly as costs had risen and fees had not kept pace.

Decisions made during Legislative Session in 2001, 2003 and 2009 have impacted DMV fees (see Figure 7):

- **Oregon Transportation Investment Act (OTIA) I & II (2001 HB 2142 and 2002 HB 4010)**

Specific per transaction contributions not identified, but the total collected in DMV fees set aside \$71.2 million for payment of principal and interest due on bonds for infrastructure projects. Portions of this money not needed for bond repayment are allocated 50% to ODOT, 30% to counties and 20% to cities.

- **OTIA III (2003 HB 2041)**

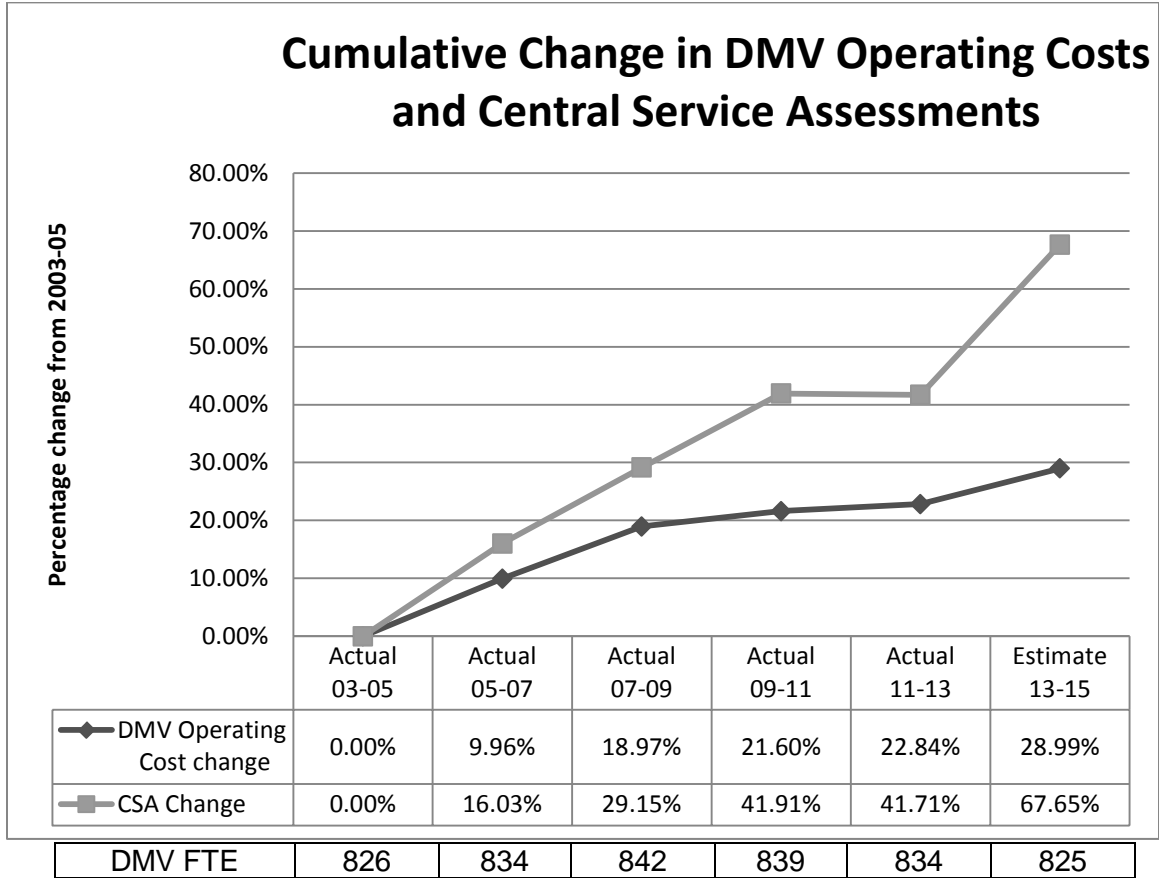
Increased Vehicle Title and Registration Fees: 57.53% to ODOT; 25.28% to repay bonds issued for replacement and repair of county bridges (any unused allocated to counties); and 16.99% to repay bonds issued for replacement/repair of city bridges (any unused allocated to cities). It also increased VIN Inspection, Plate, and Driver Testing fees: 60% to counties, 40% to cities

- **Jobs and Transportation Act JTA (2009 HB 2001)**

Increased Vehicle Title and Registration, Plate, and Vehicle Trip Permit fees, which was projected to increase revenue collection: \$24 million per year for ODOT long-range planning, \$3 million per year for the Oregon Travel Information Council (rest area maintenance), and the remainder: 50% to ODOT, 30% to Counties, 20% to Cities.

DMV also transfers revenue to pay a Central Services Assessment for shared services within the agency. These services include auditing, procurement, financial, and other services. This assessment is a revenue transfer that is treated as an expense for this study. The Central Services Assessment (CSA) is increasing at a higher rate than DMV

labor costs as shown in Figure 1. The components of this assessment are shown in Figure 4. One component demonstrating a significant increase in cost is the Department of Administrative Services (DAS) Enterprise Technology Services (ETS) Mainframe (CPU) that has nearly doubled in two biennia.



[Figure 1: Cumulative percentage increase in DMV Operating Budget and Central Services Assessment \(CSA\) over time.](#)

The graph reflects a cumulative change from the 2003-05 biennium in actual cost increase to the estimate of 2013-15 and Forecast of 2015-17 biennium. The bottom line is the number of full time equivalent (FTE) positions at DMV for each biennium.

On the next page, Figure 2 shows the revenue increases attributed to OTIA and JTA legislation, and the gradual inability of DMV base revenue to cover DMV operating expenditures and the Central Services Assessment. Net unrestricted DMV revenue for the State Highway Fund and local government has declined.

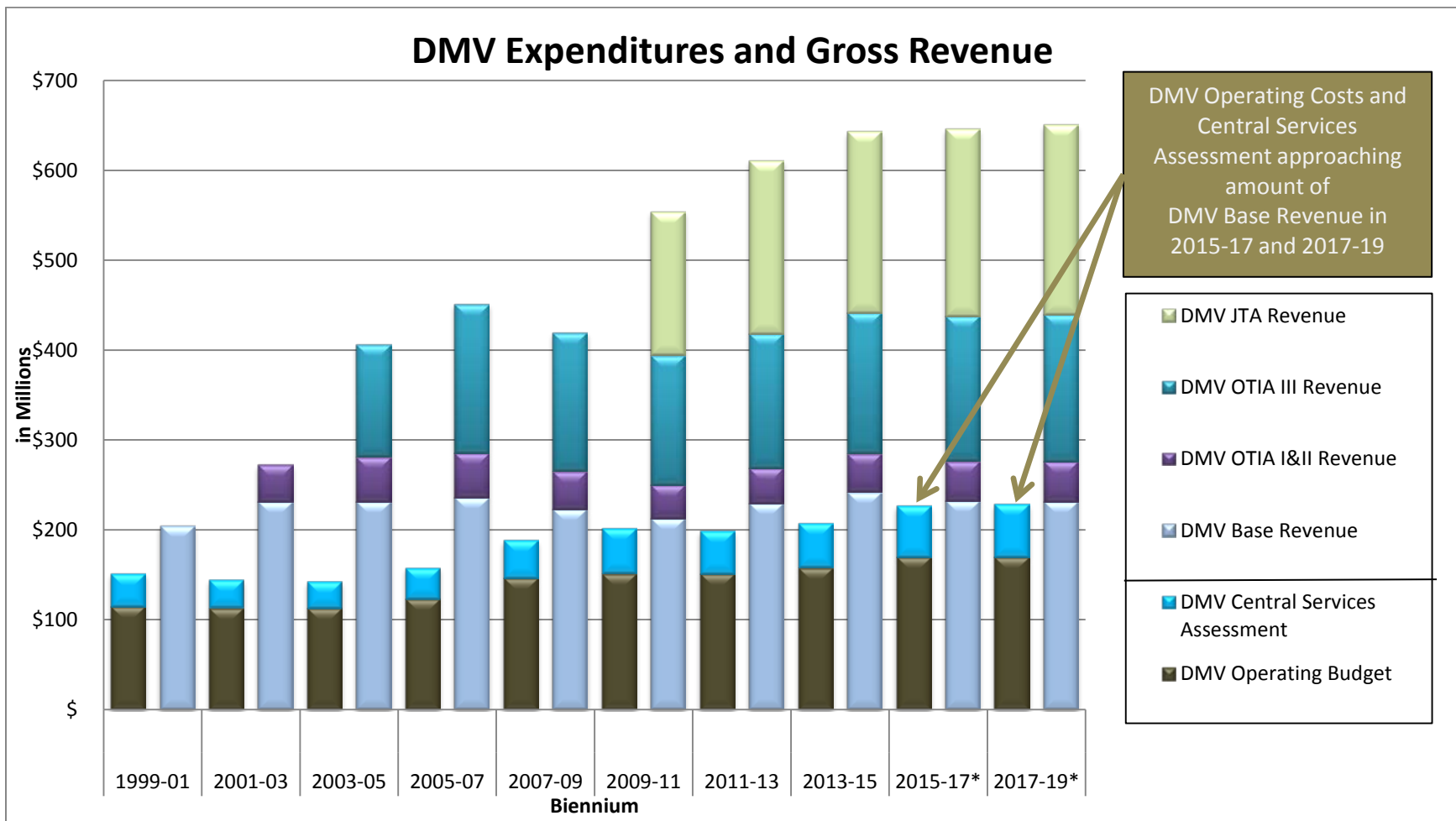


Figure 2: DMV Expenditures and Gross Revenue

Fiscal Year 1999 through 2019 (See Figure 7 for details on individual Revenue)

*Excludes Program Option Packages submitted as part of Agency Budget Request.

3 2015 DATA EVALUATION

The cost for DMV products was derived from data collected using an allocation of timed and untimed transactions. Costs attributed to administrative and indirect activities were allocated per full time employee (FTE) in operational units. Total operational costs were then allocated to component work or product types.

The cost allocation model was developed based on analysis of actual transactions and expenditures from the 2011-13 biennium as well as forecasted data from December 2014 for the 2013-15 biennium. The calculations used in this update follow the original fee study methodology as closely as possible for consistent data output. Used together with timings, DMV can determine the total time required to perform each type of work.

The methodology relies on work measurement timings, developed by the DMV Analysis Unit, to determine direct labor costs for most DMV products and services. Stopwatch-based timings conducted at DMV field offices and statistics captured by headquarters units are used to determine the time required to perform each of the work steps associated with each work type. The work measurement timings are maintained by DMV staff and are the result of nearly two decades of refinement that provides an accurate, detailed accounting of direct labor time for DMV products. This data is particularly valuable when analyzing potential legislation impacting DMV business processes.

Any timing updates done by the DMV Analysis Unit were incorporated into this study. Customer Service Unit (phone) time was also included in this update, which did not have timings available for the 2013 Study.

4 FINDINGS AND RECOMMENDATIONS

The Cost of Services Update shows several areas of cost increases, although individual product costs rose at different rates based upon current work step timings and transaction volumes. The updated analysis allocated about \$20 million more in operating costs and assessments than the original study.

The largest increase in overall costs is attributed to the Central Services Assessment, which is estimated to be \$57.6 million for 2015-17 with about 70% of that figure being Information Technology-related charges. Personal Services for DMV are estimated to increase by 8% due to the lifting of restrictions for COLA and salary steps. DMV also has a 1% reduction in full-time employees (FTE) due to right-sizing of the agency.

Other changes to the cost of products from the prior study include:

- 47% average increase in staff time spent with vehicle title related work due to better timing information;
- Commercial driver license (CDL) skills tests went from 1 hour 20 minutes to 2 hours 20 minutes due to new federal regulations. This resulted in a large increase to the CDL skills and airbrake restriction removal tests.
- New federal medical card requirements increased costs for CDL original, renewal, and instructional permit issuances.

Several fees fall far short of recovering their administrative costs. Examples include Class C drive tests, CDL skills tests, and hardship/probationary permits. DMV realizes that charging the full amount for individual products or services could in some cases exceed customers' willingness to pay. The proposed fees attempt to achieve cost recovery within categories of products with some rising above estimated costs and some falling short of recovering their cost.

Currently, driver fees do not cover 100% of the cost of driver privilege management at DMV. Historically, the driver license fee structure was intended to collect revenue solely for administrative cost recovery, while vehicle registration fees were established to provide revenue above cost to fund the maintenance of the state's transportation system. Assuming the historical assumptions hold true, increasing costs of DMV driver licensing services due to expanded responsibilities and inflation mean that a portion of monies that otherwise should be available for state and local transportation funding are instead paying for DMV's costs to issue and manage driving privileges.

Over half of all DMV operating costs are due to driver-related transactions such as driver licenses and permits. Looking at each product type individually, driver fees set at current levels allow DMV to collect an average of about 50% of actual cost. Figure 3 shows the projected cost from the 2013 study and this update. Some services have increased in cost while others have decreased. The forecasted volumes are also shown.

The table below identifies seventeen fees that recover the lowest percentage of costs. No fee is currently collected for the CDL combination test and motorcycle knowledge test. Other DMV tests also have a low fee relative to their cost to administer.

[Figure 3: DMV Driver Products with Lowest Fee to Cost Ratio](#)

Commercial Driver License (CDL) Combination Test	0%
Motorcycle Knowledge Test	0%
Class C Skills (Driving) Test	7.32%
CDL Airbrake Restriction Removal Test	8.43%
CDL Skills (Driving) Test	10.54%
Hardship/Probationary Permit	19.63%
CDL Instructional Permit	26.57%
Motorcycle Instructional Permit	28.34%
Class C Instructional Permit	35.05%
Suspension Reinstatement Fee	35.89%
Class C Driver License Renewal	58.73%
CDL Renewal	68.82%
Motorcycle Endorsement	68.96%
Class C Driver License Original	77.69%
CDL Original	80.97%
Farm Endorsement	85.41%
Replacement Driver License/Permit or ID Card	87.06%

Note: This list excludes limited-term products

The combination of additional driver licensing responsibilities and economic inflation over the past twenty years has resulted in a situation where driver services are no longer self-supporting.

[Figure 4: Current Fee in relation to cost \(2013 Study and 2015 Update\)](#)

This is a summary of the current fees, projected 2013-15 costs, and projected 2015-17 costs for most DMV products or services with the 2015-17 forecasted volume (December 2014).

Fee Group Fee Name	Current Fee	Projected 13/15 Cost	Projected 15/17 Cost	15/17 Forecast Volume
Class C Driver License				
Class C Driver License Original**	\$54.00	\$67.47	\$69.51	251,615
Class C Driver License Renewal*	\$34.00	\$55.71	\$57.89	484,649
Original Class C Instruction Permit	\$23.50	\$67.92	\$68.47	132,548
<i>NOTE: *Student Driver Training Fund Fee of \$6.00 (currently added to Driver License base fees)Class C Driver License Original</i>				
Class C Knowledge (Written/ATD/Oral) Test	\$5.00	\$3.12	\$1.34	502,699
Class C Skills (Driving) Test	\$9.00	\$98.71	\$122.81	128,591
Limited Term Original Class C*	\$23.00	\$67.47	\$69.51	15,065
Limited Term Renewal Class C**	\$8.00	\$55.71	\$57.89	8,986
<i>NOTE: **Student Driver Training Fund Fee of \$2.00 (currently added to Limited Term Driver License base fees)</i>				
Farm and Motorcycle Endorsement				
Farm Endorsement	\$26.00	\$30.47	\$30.44	1,687
Motorcycle Endorsement	\$46.00	\$65.43	\$66.71	24,154
<i>Motorcycle Safety Subaccount Fee: Original Motorcycle Endorsement</i>	\$38.00	-	-	
<i>Motorcycle Safety Subaccount Fee: Renewal of MC-endorsed Driver License</i>	\$28.00			
Original Motorcycle Instruction Permit	\$23.50	\$64.93	\$84.69	3,472
Motorcycle Knowledge Test		\$1.55	\$1.15	26,218
Motorcycle Skills Test-No longer administered by DMV		\$53.82		
Biometrics Data Collection Fee (Farm/Motorcycle only)	\$3.00			25,841
Commercial Driver License (CDL)				
CDL Original (in addition to Class C base Fees)	\$75.50	\$81.02	\$93.24	12,705
CDL Renewal (in addition to Class C base Fees)	\$55.50	\$68.06	\$80.64	22,775

Figure 4: Current fee in relation to cost (part 1 of 5)

Fee Group	Current Fee	Projected 13/15 Cost	Projected 15/17 Cost	15/17 Forecast Volume
Original CDL Instruction Permit	\$23.50	\$78.86	\$90.32	12,043
CDL Knowledge Test (Most Types)	\$10.00	\$1.44	\$1.17	66,053
CDL Airbrake Restriction Removal Test	\$56.00	\$295.34	\$664.35	20
CDL Combination Test		\$1.44	\$1.03	9,116
CDL Skills (Drive) Test	\$70.00	\$295.34	\$664.35	1,272
CDL Commercial Driver Competency Certificate Fee	\$40.00			
Limited Term Original CDL (Class A,B,C)	\$45.00	\$81.02	\$93.24	105
Driver Sanction Fees				
Hardship/Probationary Permit	\$50.00	\$136.54	\$245.70	7,034
Reinstatement Fee	\$75.00	\$171.68	\$208.95	126,191
Identification Cards				
<i>Net ID Card Revenues to Senior and Disabled Transit.</i>				
Identification Card Original	\$44.50	\$42.96	\$44.26	103,517
Identification Card Renewal	\$40.50	\$32.42	\$34.07	26,665
Identification Card Replacement	\$39.50	\$30.47	\$30.44	45,267
Limited Term ID Card Original	\$20.00	\$42.96	\$44.26	8,304
Limited Term ID Card Renewal	\$18.00	\$32.42	\$34.07	1,129
Replacement Driver License or Permit				
Replacement Driver License/Permit	\$26.50	\$30.47	\$30.44	219,006
Vehicle Title Fees				
Issuance, Transfer, and/or Duplicate - Light Vehicle, Motor Home, Light Trailer	\$77.00	\$22.82	\$32.82	
Issuance, Transfer, and/or Duplicate - Heavy Vehicle, Heavy Permit Trailer	\$90.00	\$22.82	\$32.82	
Issuance, Transfer, and/or Duplicate - Salvage	\$27.00	\$20.86	\$25.43	
Expedited Title	\$10.00			
Late Transfer Penalty (Day 31-60)	\$25.00	-		
Late Transfer Penalty (Day 61+)	\$50.00			
Total Title related transactions				2,009,991

Table 7: List of Recommended Fees (part 2 of 4)

Fee Group	Current Fee	Projected 13/15 Cost	Projected 15/17 Cost	15/17 Forecast Volume
Fee Name				
Miscellaneous Vehicle Title Fees				
Transitional Ownership Document (TOD)	\$13.00	\$20.73	\$22.55	8,173
VIN Inspection	\$7.00	\$3.80	\$3.69	420,755
Vehicle Registration				
Passenger & Light Trailer (per year)	\$43.00	\$6.80	\$6.44	
Moped, Motorcycle (per year)	\$24.00	\$6.80	\$6.44	
Weight Vehicles > 8000 lbs: Truck, Bus, etc. (per year)	\$55 to \$1295	\$6.80	\$6.44	
Weight Vehicles > 8000 lbs: Charitable Org.	\$50 to \$415	\$6.80	\$6.44	
Weight Vehicles > 8000 lbs: Manufactured Structure Transport	\$102 to \$845	\$6.80	\$6.44	
Trailer, Heavy (+8000 lbs.)	\$10.00	\$6.80	\$6.44	
Fixed Loads 0 - 3000 lbs.	\$54.00	\$6.80	\$6.44	
Fixed Loads 3001 lbs. +	\$75.00	\$6.80	\$6.44	
Trailer, Special Use (6-10 ft.)	\$54.00	\$6.80	\$6.44	
Trailer, Special Use (over 10 ft.)	\$54+ \$3/ft.	\$6.80	\$6.44	
<i>Special Use Trailers (ALL)</i>	\$93.00	\$6.80	\$6.44	
Farm Vehicles (based on weight)	\$35 to \$585	\$6.80	\$6.44	
Recreational Vehicle Registration				
<i>Net revenues transferred to Oregon State Parks</i>				
Travel Trailer, Camper (6-10 ft.)	\$81.00	\$6.80	\$6.44	
Travel Trailer, Camper (over 10 ft.)	\$81 + \$6.75/ft.	\$6.80	\$6.44	
Motor Home (6-14 ft.)	\$54.00	\$6.80	\$6.44	
Motor Home (over 14 ft.)	\$126+ \$7.50/ft.	\$6.80	\$6.44	
Total Vehicle Registrations Forecast				2,929,450
Field Office Cost for Vehicle services				
Field Office Cost for Vehicle Services over mail or online.	-	\$6.42	\$6.75	975,472

Fee Group Fee Name	Current Fee	Projected 13/15 Cost	Projected 15/17 Cost	15/17 Forecast Volume
Plate Fees				
(Formerly "Plate Manufacturing Fee")	\$12.00 /single \$24.00 /pair			104,440
Replacement (including Custom)	\$5 at renew, \$10 otherwise	\$23.21	\$29.37	830,844
Plate – Custom Fees (per year)	\$50.00			68,894
Miscellaneous Registration Fees				
Plate Transfer Fee	\$6.00	\$26.33	\$30.61	10,918
Reg. Sticker Replacement	\$10.00	\$23.21	\$29.37	89,668
Trip Permit Fees				
Heavy Trailer	\$6.00	\$13.78	\$12.42	471,564
Registration Weight	\$5.00	\$13.78	\$12.42	
Registered Vehicle	\$7.50	\$13.78	\$12.42	
Heavy Motor Vehicle	\$43.00	\$13.78	\$12.42	
Light Vehicle	\$30.00	\$13.78	\$12.42	
Recreational Vehicle	\$30.00	\$13.78	\$12.42	
Dealer-issued	\$15.00	\$13.78	\$12.42	
Total Trip Permits Forecasted				471,564
Sno-Park Permits				
<i>NOTE: Net revenues transferred to Sno-parks program</i>				
1-day permit	\$4.00	\$0.49	\$6.01	253,781
3-day permit	\$9.00	\$0.49	\$6.01	
Annual permit	\$25.00	\$0.49	\$6.01	
Total Sno-Park Permits Forecasted				253,781

Figure 5: Central Services Assessment (DMV Charges)

DMV State Government Assessment	2009-11	2011-13	2013-15
State Government Service Charge (DAS, State Library, etc.)	\$592,646	\$787,851	\$919,721
Enterprise Technology Services CPU	\$9,550,203	\$10,624,466	\$17,912,555
Disk Usage	\$3,615,695	\$340,283	\$1,671,100
Page Lines (Printing)	\$692,693	\$824,779	\$1,017,838
Tapes	n/a	\$694,943	\$187,645
Network Costs	\$3,796,022	\$4,930,228	\$4,437,404
E-Government Office	\$291,559	\$180,898	n/a
sub-total	\$18,538,818	\$18,383,448	\$26,146,263
ODOT Central Services Assessment	2009-11	2011-13	2013-15
ODOT Director's Office, Communications, Government Relations Office, Civil Rights, Admin Rule Coordinator	\$2,425,571	\$3,171,701	\$3,022,885
Deputy Director, Audit Branch	\$509,594	\$374,281	\$579,599
Financial Services	\$3,784,940	\$3,489,470	\$3,323,610
Human Resources	\$2,566,211	\$2,553,577	\$2,268,332
Business Services	\$587,272	\$589,621	\$612,353
Procurement	\$286,103	\$218,303	\$192,594
Reprographics and Photo/Video	\$134,001	\$122,520	\$116,507
Support Services Branch Mgt (13-15 restructured to other areas)	\$31,444	\$16,140	n/a
Facilities (added 13/15)	n/a	n/a	\$945,007
ISB - DMV Application Development	\$9,982,071	\$10,300,116	\$12,114,621
ISB - Branch Management	\$1,578,343	\$1,442,295	\$1,103,306
ISB - Field Services (IT support)	\$1,277,562	\$1,050,492	\$1,030,200
ISB - Help Desk/DMV Help Desk	\$1,400,182	\$1,462,676	\$1,959,147
sub-total	\$24,563,294	\$24,791,192	\$27,268,161
Total Assessments paid by DMV Revenue	\$43,102,112	\$43,174,640	\$53,414,424

Figure 6: Forecasted DMV Revenue Transfers

Governor's Balanced Budget ~ ODOT-DMV Revenue Transfers		
Transfer to ODOT:	2015-17 Forecast*	Purpose
Highway Fund	\$62,789,359	State share of Highway Fund (HF)*
Sno-Park Program	\$ 3,267,605	Sno-Park permit revenue
Transportation Safety	\$ 9,636,350	Student Driver Training Fund
Public Transit	\$ 4,122,676	ID Card Revenue
ODOT Central Services	\$59,572,770	Central Services Assessment
Rail Transportation	\$ 6,482,275	Custom Plates Revenue
Debt Service	\$157,019,996	ODOT Debt Service
ODOT Total:	\$302,890,704	
Transfer to Other:	2015-17 Forecast	Purpose
To Cities	\$ 70,299,153	HF Revenue Distribution
To Counties	\$102,107,588	HF Distribution & Multnomah County Reg. Fee
Oregon Cultural Trust	\$ 681,279	Special Plates Revenue
Veterans Affairs	\$ 160,038	Special Plates Revenue
Parks & Recreation	\$ 32,015,474	Special Plates Revenue; RVs
Watershed Enhancement Board	\$ 468,848	Special Plates Revenue
DEQ	\$1,230,811	Vehicle Registration Fee Collection
Other & Travel Info Council (OTE)	\$ 15,358,136	Special Group Plates, Rest Area Maintenance
Outside Entities Total:	\$ 222,321,327	
Total Transfers:	\$ 525,212,031	

* After apportionment to cities and counties. Includes Pop 140 and Pop 150.

[Figure 7: Legislative Fee Increases Since 2001](#)

(See page 5 for details.)

Description	2001 Fee	OTIA I & II Increment	OTIA III Increment	JTA Increment	Current Total Fee
CDL Commercial Driver Competency Certificate Fee	\$33.00		\$7.00		\$40.00
CDL Knowledge Test	\$3.00		\$7.00		\$10.00
CDL Original (in addition to the Class C base fees)	\$55.50		\$20.00		\$75.50
CDL Renewal (in addition to the Class C base fees)	\$42.00		\$13.50		\$55.50
CDL Skills Test	\$56.00		\$14.00		\$70.00
Class C Knowledge Test			\$5.00		\$5.00
Class C Skills Test			\$9.00		\$9.00
Identification Card Original	\$33.50			\$11.00	\$44.50
Identification Card Renewal	\$29.50			\$11.00	\$40.50
Identification Card Replacement	\$29.50			\$10.00	\$39.50
Limited Term ID Card Original	\$10.00			\$10.00	\$20.00
Limited Term ID Card Renewal	\$8.00			\$10.00	\$18.00
Original Class C Instruction Permit	\$18.50		\$5.00		\$23.50
Original Commercial Driver License (CDL) Permit	\$18.50		\$5.00		\$23.50
Original Motorcycle Instruction Permit	\$18.50		\$5.00		\$23.50
Plate - Custom (per year registration)	\$25.00			\$25.00	\$50.00
Plate Manufacturing Fee (Pair)	\$4.00			\$20.00	\$24.00
Plate Manufacturing Fee (Single)	\$2.00			\$10.00	\$12.00
Registration - Passenger & Light Trailer	\$30.00		\$24.00	\$32.00	\$86.00
Registration Antique Vehicle	\$30.00		\$24.00		\$54.00
Registration Camper (average cost)	\$77.31		\$38.65		\$115.96
Registration E-Plate	\$2.00		\$1.50		\$3.50
Registration Light Fixed Load Vehicle	\$30.00		\$24.00		\$54.00
Registration Low, Medium Speed Vehicle	\$30.00		\$24.00	\$32.00	\$86.00

Description	2001 Fee	OTIA I & II Increment	OTIA III Increment	JTA Increment	Current Total Fee
Registration Moped, Motorcycle	\$9.00		\$21.00	\$18.00	\$48.00
Registration Motor Home Toter-(average cost)	\$108.66			\$112.69	\$221.35
Registration Motor Home-(average cost)	\$175.36		\$87.68		\$263.05
Registration Tow Truck (average cost)	\$90.03			\$93.36	\$183.40
Registration Trailer-(average cost)	\$30.00		\$24.00	\$32.00	\$86.00
Registration Trailer, Special Use (average cost)	\$69.27		\$24.00		\$93.27
Registration Travel Trailer (average cost)	\$118.80		\$59.40		\$178.20
Registration Weight Vehicles-Bus	\$108.67		\$57.92	\$172.76	\$339.35
Registration Weight Vehicles-Farm Truck	\$100.98		\$0.91	\$52.37	\$154.26
Registration Weight Vehicles-Truck	\$130.02		\$69.30	\$206.70	\$406.02
Registration-Special Interest Vehicle	\$45.00		\$36.00		\$81.00
Title Heavy Replacement & Transfer -Salvage	\$10.00	\$80.00			\$90.00
Title Light Replacement & Transfer - Salvage	\$10.00	\$20.00	\$25.00	\$22.00	\$77.00
Title, Issuance, Transfer, and/or Duplicate - Heavy Vehicle, Heavy Permit Trailer	\$10.00	\$80.00			\$90.00
Title, Issuance, Transfer, and/or Duplicate - Light Vehicle, Motor Home, Light Trailer, Snowmobile, ATV	\$10.00	\$20.00	\$25.00	\$22.00	\$77.00
Title, Issuance, Transfer, and/or Duplicate - Salvage	\$10.00	\$7.00		\$10.00	\$27.00
Trip Permit - Light Vehicle	\$20.00			\$10.00	\$30.00
Trip Permits - Dealer			\$10.00	\$5.00	\$15.00
VIN Inspection	\$4.00		\$3.00		\$7.00