

November 2022



Cost of Services Study

Oregon Department of Transportation



Purpose and Values

DMV is made up of hard-working people who care about customers in their communities and across Oregon. Keeping the focus on our goals and strategies helps us deliver services for them.

Mission

To promote driver safety, protect financial and ownership interests in vehicles, and collect revenue to finance Oregon's multimodal transportation system.

Goals

Our Strategic Goals, to achieve that Mission, are these:

- Equity
- Safety
- Efficient and Paper-less Operations
- Best Workplace
- Performance Focused
- Data Informed
- Trust Fund Stewardship

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Acknowledgements

Sincere appreciation is given to former and current ODOT employees who served as technical resources and reviewers in the development of this update:

Deborah Burger; Russell Casler; Tammy Cloyd; Satenik Donaca; Michael Hemsley; Amy Joyce, Steve Palomo; Val Schoenfeldt; and Gary Seeder.

Introduction

DMV started conducting cost/fee studies in 2013 to provide agency leaders with comprehensive data on what it costs to deliver DMV products and services compared against the fees we charge. Each biennium, we release an addendum that incorporates any additional legislative changes or improvements in how we measure and evaluate our costs. We paused that cadence due to new vehicle registration and driver license issuance systems implemented in 2019 and 2020. This analysis provides a current baseline with which to measure performance, and to evaluate a key piece of our mission to “collect revenue to finance Oregon’s multimodal transportation system.”

Since 2013, three additional reports were published in 2015, 2016, and 2019. The analysis was adjusted using actual costs from the previous biennium. Other adjustments were made related to specific policy decisions that impacted expenditures. Each new analysis used actual transaction volumes from the prior biennium. In 2016, several timings of process steps were updated for hearings case management, record services, mail center operations, and customer call centers.

In the last 20-plus years Oregon lawmakers have passed five transportation funding packages, each of which increased DMV fees to pay for highway projects; those fee increases did not go to pay for DMV operational costs. Most recently, in 2017, the Legislature passed a transportation funding package House Bill 2017 (“*Keep Oregon Moving*”). It will generate an estimated \$5.3 billion in total revenue over its first 10 years by increasing the state gas tax, weight-mile tax, and vehicle title and registration fees. Additionally, annual vehicle registration fees are now tiered based on vehicle miles per gallon (MPG) ratings to ensure that more efficient vehicles pay their fair share for using the roads. All these funds are constitutionally dedicated to the State Highway Fund. HB 2017 will produce \$500 million in State Highway Fund revenue annually by the year 2024.

The 2015 Legislature authorized a major investment to replace legacy mainframe computer systems and transform services at DMV. The Service Transformation Program (STP) began with planning and procurement in July 2015, the new Vehicles system launched in January 2019, and the new Drivers system in July of 2020. The direct costs for STP and the resulting operational changes are excluded from this 2022 report. Data collected from the new systems will be used to measure the efficiencies and effectiveness of changes implemented with STP.

This 2022 report uses actual 2019-21 biennium expenditures and transaction counts, and updated process timings based on working in the new Oregon License Issuance and Vehicle Registration system, “OLIVR.”

The thorough and accurate assessment of cost for the DMV products allows policy-makers to see the alignment, or misalignment, of fees to cost necessary for a fiscally responsible capture of cost-for-service.

Amy Joyce

DMV Administrator

Executive Summary

This is the fourth update of the DMV Cost of Services Study, originally published in September 2013. (Updates completed in June 2015, December 2016, and April 2019.) The methodology used in 2013, 2015, and 2016 considered future cost and looked toward the next biennium with transaction forecasts and legislative budget to determine cost of delivering services. A methodology change occurred in the 2019 report using historical data from 2015-17 biennium actual transactions and operational costs. DMV decided not to produce a report in 2020 or 2021 as business operations changed and there was not enough time gather timings on transactions to get a consistent calculation. This 2022 report is calculated with data from the 2019-21 biennium actual transactions and operational cost to determine the cost of products delivered.

The study continues to demonstrate many fees intended for cost recovery are no longer enough to meet that intent. Fees from vehicle transactions (titles and registration) continue to subsidize driver products and services. New state and federal requirements, business process changes, and cost increases particularly in labor, have altered the costs associated with providing DMV services. Operating costs (including State Government and Central Service Assessments) are increasing faster than revenues, resulting in less net revenue for local governments and the State Highway Fund. Labor cost increases are due to cost-of-living adjustments, pay equity assessments (increasing both the average starting wage and wages for existing employees), and The Oregon Management Project (TOMP) review of most management service classifications. Merchant fees paid to credit/debit card companies have increased due to more consumers using credit cards, DMV fee increases for transportation funding packages, and the availability of more online DMV services requiring the use of a credit or debit card.

Fee increases for DMV products in the last two decades were almost entirely dedicated, by law, to fund specific highway programs and projects, and have not included an increase to cover the rising cost of operations. DMV revenue is generally dedicated to highway system funding through the Oregon Constitution under Article IX Section 3a. Nearly all DMV fees are set in statute and require legislative approval to change.

DMV fees 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 for highway and roadway purposes).

This report provides a high-level overview of ODOT funding and expenses, a focused view of DMV expenses and revenues, and observations about significant deviations from past cost studies. The report concludes with supplemental information about DMV revenues and how they are apportioned with a historical view of the DMV Central Services Assessment¹.

¹ Assessments are paid by DMV to the Oregon Department of Administrative Services (DAS) and for shared services used throughout Oregon Department of Transportation.

History and Overview

This Cost of Services Study work starts during an even numbered year to align with legislative sessions during odd numbered years. The cost for DMV products and services were derived from data collected and allocated from both timed and untimed transactions. Costs attributed to administrative and indirect activities were allocated according to full time employee (FTE) counts in operational units. Total operational costs were then allocated to component work or product types.

The calculations used in this update follow the original (2013) fee study methodology as closely as possible for consistent analysis. Changes were made to adjust for process and workflow modifications. Used together with work measurement timings on specific processing steps for each transaction, DMV can determine the total time required to perform each type of work. The methodology used to determine the cost of services relies on work measurement timings, to determine direct labor costs for most DMV products and services. Timings conducted at DMV field offices and statistics captured by headquarters units are used to determine the time required to perform the work steps associated with each work type. After nearly two decades of refinement of the timing method provides an accurate, detailed accounting of direct labor time for DMV products and services.

Other methodological changes between the five studies are summarized below:

2022 Cost of Services is a look at actual transactions and expenditures incurred from the 2019-21 biennium. The driver licensing system replacement was completed in July 2020, so there is only one full year's worth of data from the new system. Timings are based on a sample of the new computer system and business practices changed with the new system. Timings for the new system have been applied to cover both years of the biennium. Due to the COVID-19 pandemic causing office closures, service capacity restrictions, and deferred renewal requirements, and customer-initiated renewal delays, volumes for the biennium are not typical. DMV chose to produce a study knowing that these factors influence the outcome. Oregon's pay equity law changed how salary steps are assigned to newly hired employees and increased many existing employees' pay rates. Pay equity, along with added top steps and cost-of-living adjustments (COLAs), have increased the personal services cost significantly from the 2015-17 biennium. The 2019 Legislature authorized Real ID credential issuance starting in July 2020, and Driver Licenses for All (HB 2015) in January 2021. Both added permanent and limited duration staffing to handle the increase in workload.

2019 Cost of Services is a look back at actual transactions and expenditures incurred from the 2015-17 biennium. Unlike the previous study, forecast values were not applied to the study. The look back gave a benchmark of how DMV services worked prior to the first major upgrade of DMV's computer systems. As of 2019, vehicle transactions function in the new computer system. Service Transformation Program implementation costs were excluded from the study.

2016 Cost of Services was based on a cost per unit derived from the actual 2013-15 biennium results (*no furlough or pay freezes during this time*) to determine the percentage of costs incurred by each work group. The Agency Requested Budget for 2017-19 was then distributed based on the percentages. Transaction volumes were from the June 2016 ODOT Revenue Forecast for the 2017-19 biennium or actual 2013-15 volumes. Excluded were proposed Driver

Card expenditures (SB833, 2013 Session [repealed by referendum before it became operative]) and spending on the Service Transformation Program². New for this study was a timed analysis for Hearings Case Management, Record Services, and Mail Center Operations. Customer Call Center costs also included more detailed timings based on the transaction type instead of a general average time per call.

2015 Cost of Services used actual data from 2011-13 biennium (*furlough cost savings measures in place, FY 2011 Management Service step increase freeze*) to determine the percentage distribution of cost used by each group. The spending forecast was based on 2015-17 Governor's Recommended Budget and transaction volumes from the December 2014 ODOT Revenue Forecast for the 2015-17 biennium or actual 2011-13 volumes.

2013 Cost of Services used actual data from 2009-11 biennium (*furlough cost savings calculated, FY 2009 step increase freeze, FY 2010 SEIU step increase restored, Management step increase freeze*) to determine the percentage distribution of cost used by each group. The spending forecast was based upon the Legislatively Adopted Budget for 2013-15. Transaction volumes were based on the December 2012 ODOT Revenue Forecast for the 2013-15 biennium or actual 2009-11 transactions.

² The Service Transformation Program (STP) is an eight year \$90 million program to improve DMV business processes, enhance service capabilities, replace computer systems, and enable DMV to become more flexible and timelier in meeting customer expectations and legislative mandates.

Figure 1 shows the cumulative change in DMV spending on employees compared against biennial increases in central government assessments (revenue transfers) since the 2007-09 biennium. The graph also shows the number of full time equivalent (FTE) positions approved for DMV each biennium excluding positions for the Service Transformation Program.

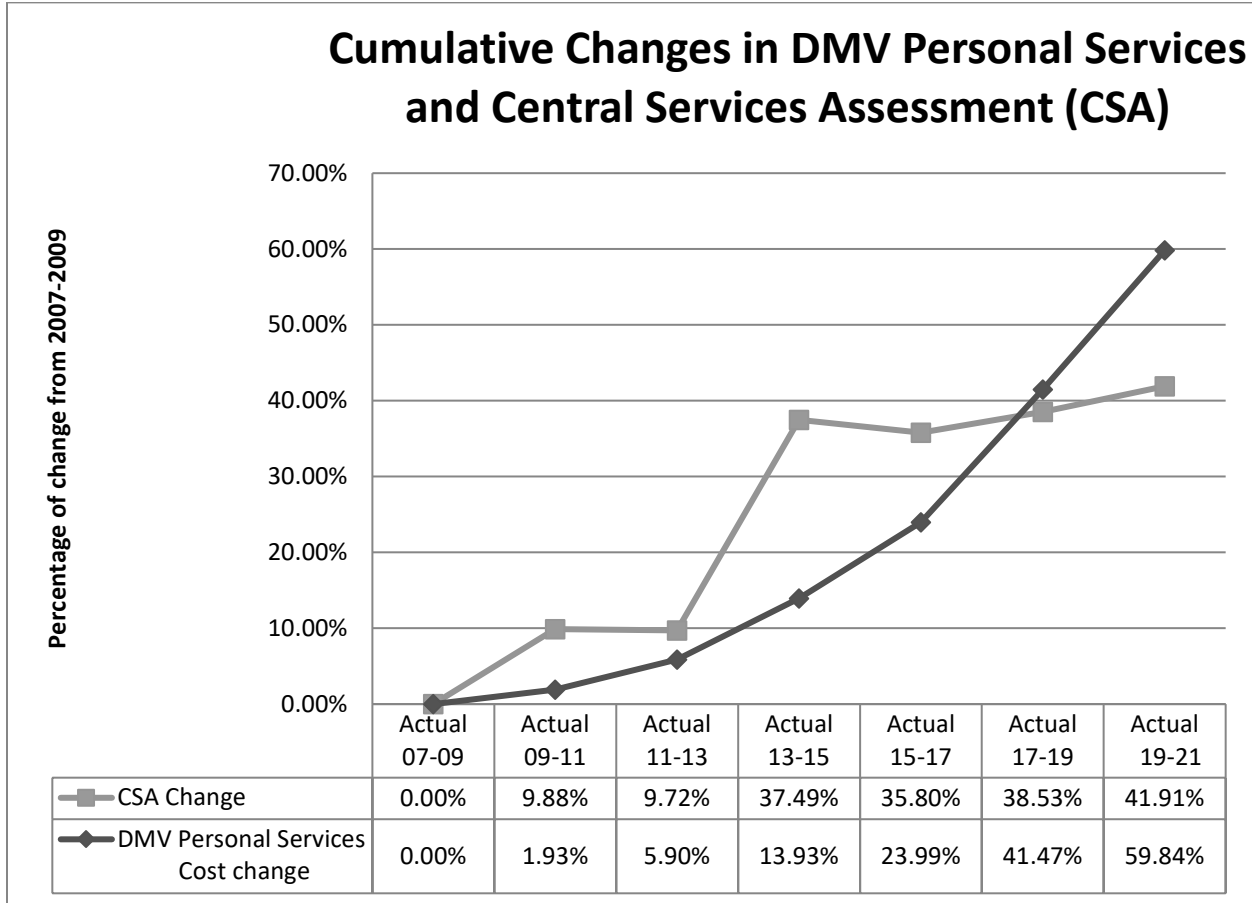


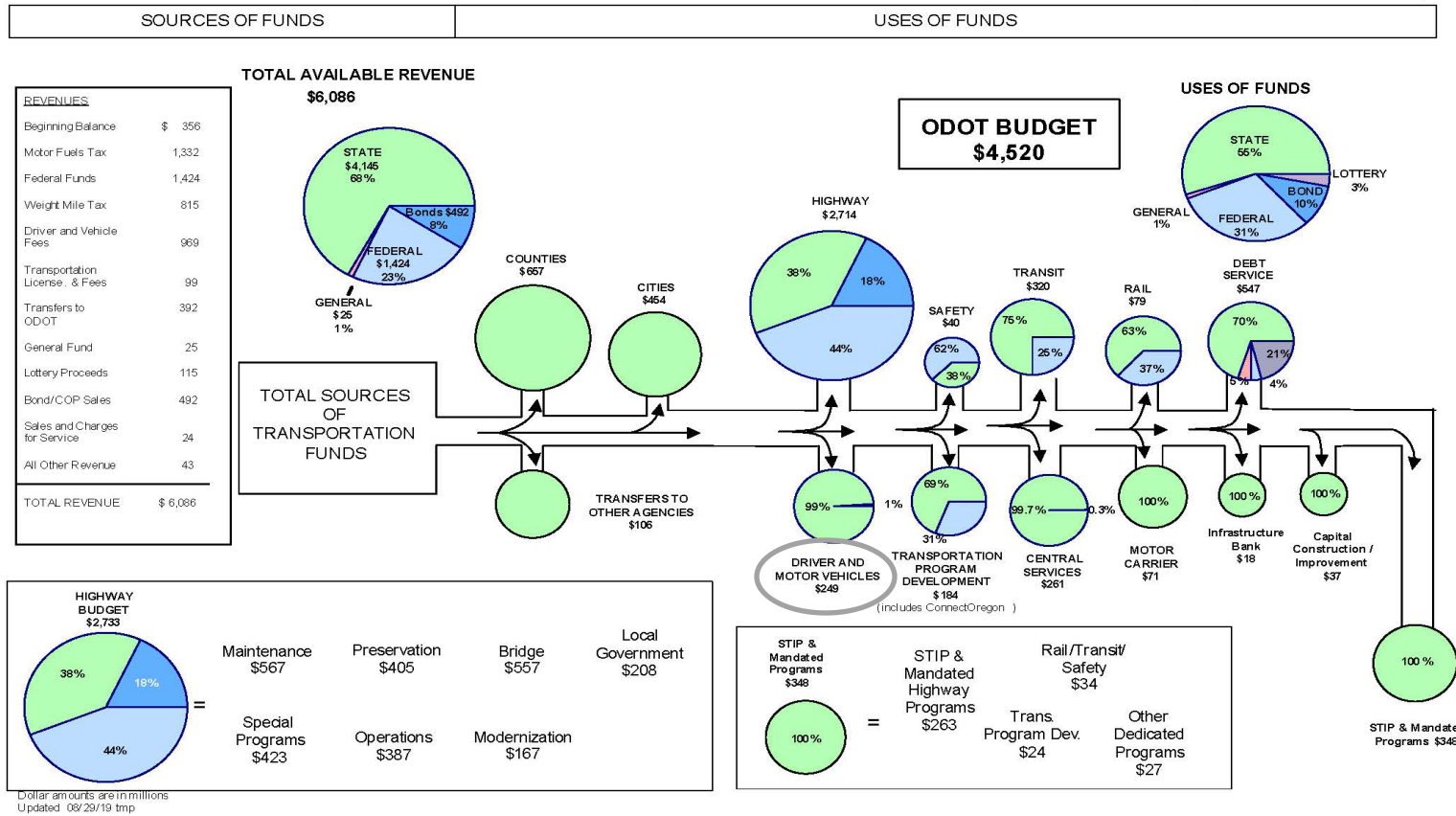
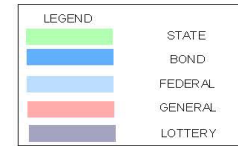
Figure 1: Cumulative percentage increase in DMV Personal Services Budget and Central Services Assessment (CSA) since 2007-09.

On the next page, **Figure 2** shows the funding sources for the Oregon Department of Transportation including DMV revenues and the use of the funds including transfers to Cities, Counties, and other agencies. In **Figure 3**, DMV specific revenues and allocations are shown. **Figure 4** shows actual and forecasted DMV revenue and expenditures from 2013-15 biennium to 2029 to 2031.

SOURCES AND USES OF FUNDS

DEPARTMENT OF TRANSPORTATION

2019-2021 Legislatively Adopted Budget



Dollar amounts are in millions
Updated: 08/29/19 tmp

Figure 2: Oregon Department of Transportation Sources and Uses of Funds
Department funding sources, including DMV Revenue and use or allocations of funding including DMV Operating expense

Figure 3 DMV-Specific Revenues and Allocations (2019-21 Biennium Distributions)

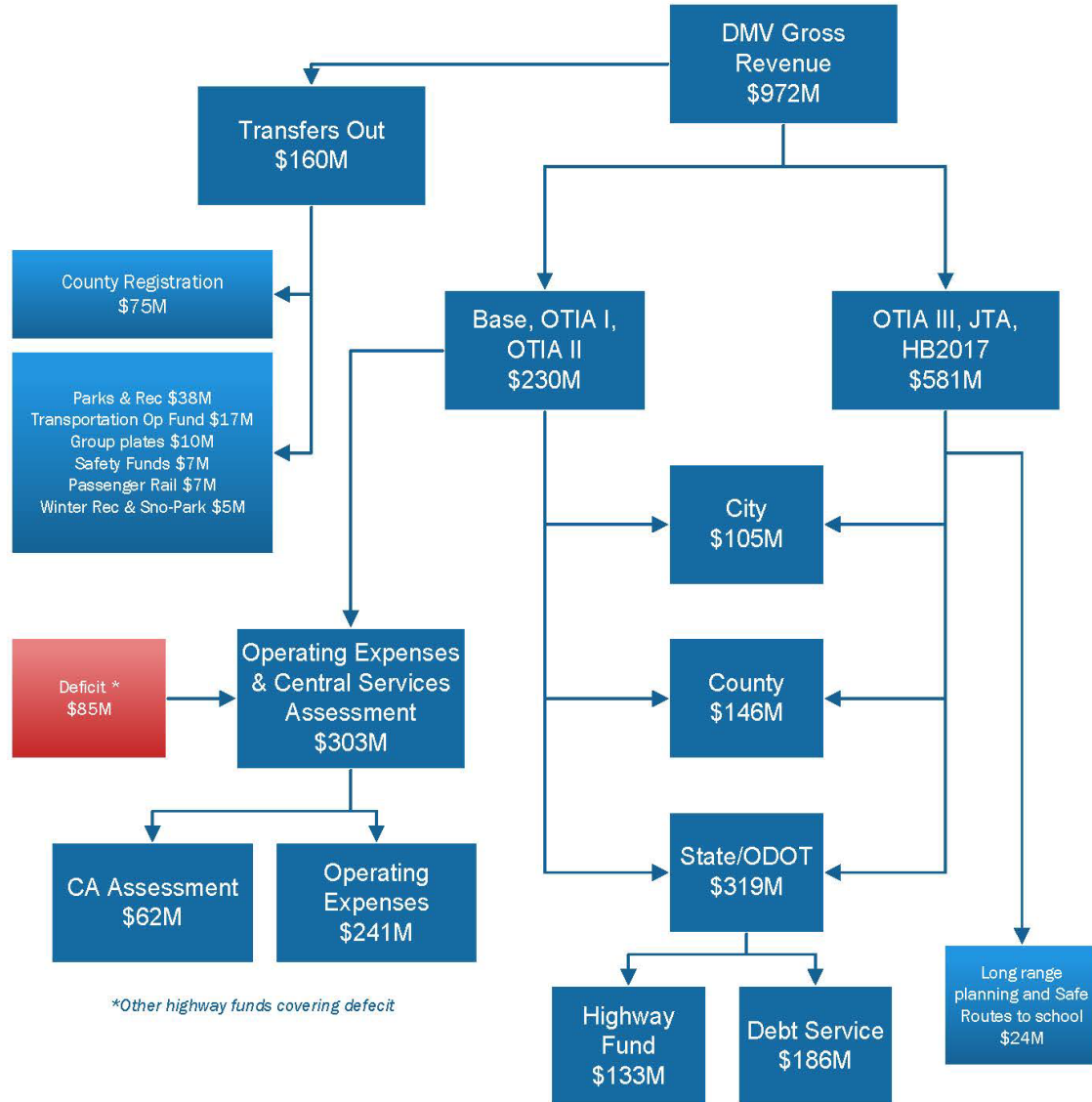
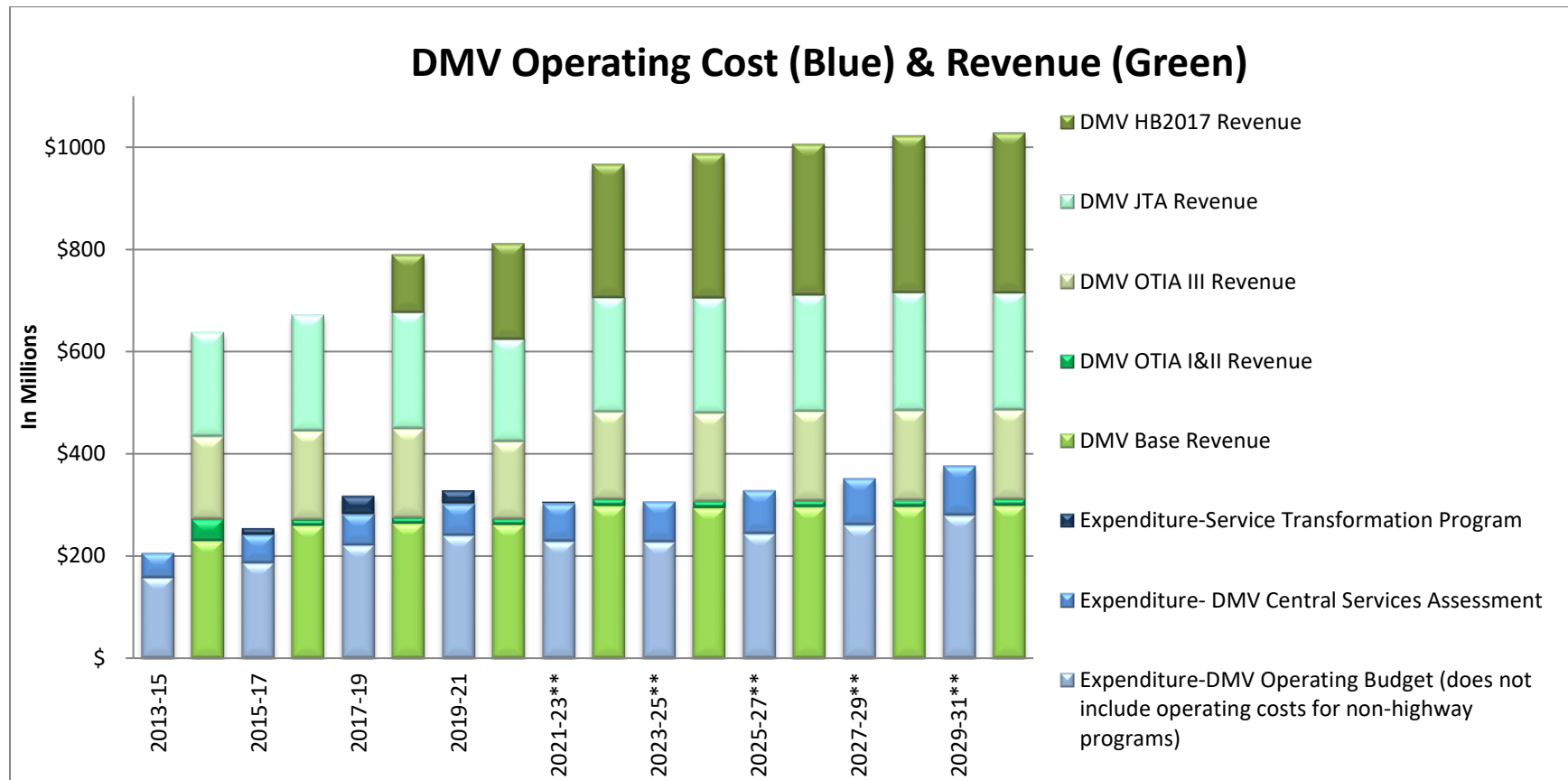


Figure 3: DMV Revenue Allocations.

Figure 4: The chart below in blue shows DMV operating budget, Central Services Assessment and Service Transformation Program showing actual amounts from 2013-2015 to 2019-2021 with forecasted amounts for 2021-2023 to 2029-2031. The Service Transformation Program (STP) creates a temporary operating cost increase in 2015-2023. Green shows the same time frame of actual and forecasted DMV (highway fund) revenue. Increases attributed to OTIA, JTA, and HB 2017 legislation (see page 20-21 for details) have raised overall revenue collections, but base revenues have remained unchanged.



**Forecasted revenue and expenditures.

Findings

1. DMV fees cover operating expenses and DMV's share of prior transportation funding packages OTIA I, OTIA II, OTIA III, JTA, and HB 2017 (see page 20-21 for details). However, since 2015-17 biennium, fees charged yield no net revenue to the State Highway Fund and agency operations overall.
2. Vehicle-related fees continue to subsidize driver and record products and services.
3. Driver-related fees are falling further behind in recovering costs (e.g., Class C Drive Tests, Driver License Issuance, Driver License Reinstatements, and Hardship Permits.)
4. Under-performing fees also result in unintended consequences:
 - a. Plate transfer fees (\$6) are substantially below cost (\$45.13) and incentivize transfers of plates with unexpired registration instead of buying a new plate set (\$24) plus 2-year or 4-year vehicle registration. Plate transfer transactions grew from 87,895 in 2009-11 biennium to 146,350 in the 2019-21 biennium. Changes were made in the 2018 legislative session around this activity, to address fraud and theft.
 - b. Regular Class C drive test fees (\$9) are below their cost (\$123), and significantly undercut the private businesses that offer non-commercial driver skills tests on behalf of DMV. In fact, the entire \$9 fee is dedicated revenue under the JTA funding package. Due to expansion of the Third Party Testing Program and DMV staffing constraints, about 75% of drive test are now being conducted by third party testing services.
5. A significant component of product/service cost is the amount of time spent on the transaction by employees. Mandates have been added to service requirements causing more time to complete transactions.
6. Most DMV fees have not been increased in 20-25 years, except for transportation packages like OTIA, JTA, and HB 2017 with all fee increases dedicated to something other than DMV operations. HB 4062 (2018 Legislative Session) made small changes to align some fees.
7. For 2019-21, the DMV Gross Base Revenue is \$261M and the DMV Operating Cost, Central Service Assessment, and Service Transformation Program Expense was \$327M. This is the second biennium that operational cost exceeds base revenue and the deficit will continue and grow until base rates are adjusted. An example of how DMV expenditures continue to rise is merchant fees. Merchant fee expenses will continue to increase as credit/debit card transactions and fee amounts collected grow. Currently, DMV does not charge a fee to cover this cost. The first increase in fees from HB 2017 (2017 Legislative Session) started in 2018, which showed a notable increase in merchant fees for that year over years 2016 and 2017. The next fee increases for HB 2017 happened in 2020; merchant fee increase was less

noticeable due to pandemic closures and deferments. 2022 holds the final fee increase for HB2017, which is anticipated to again increase merchant fee expenditures. Merchant fee service by biennium shows clear increases: 2017-19 \$5.7 million, 2019-21 \$6.5 million, and the first half of 2021-23 \$4.5 million (on track for \$9 million expenditure for the biennium).

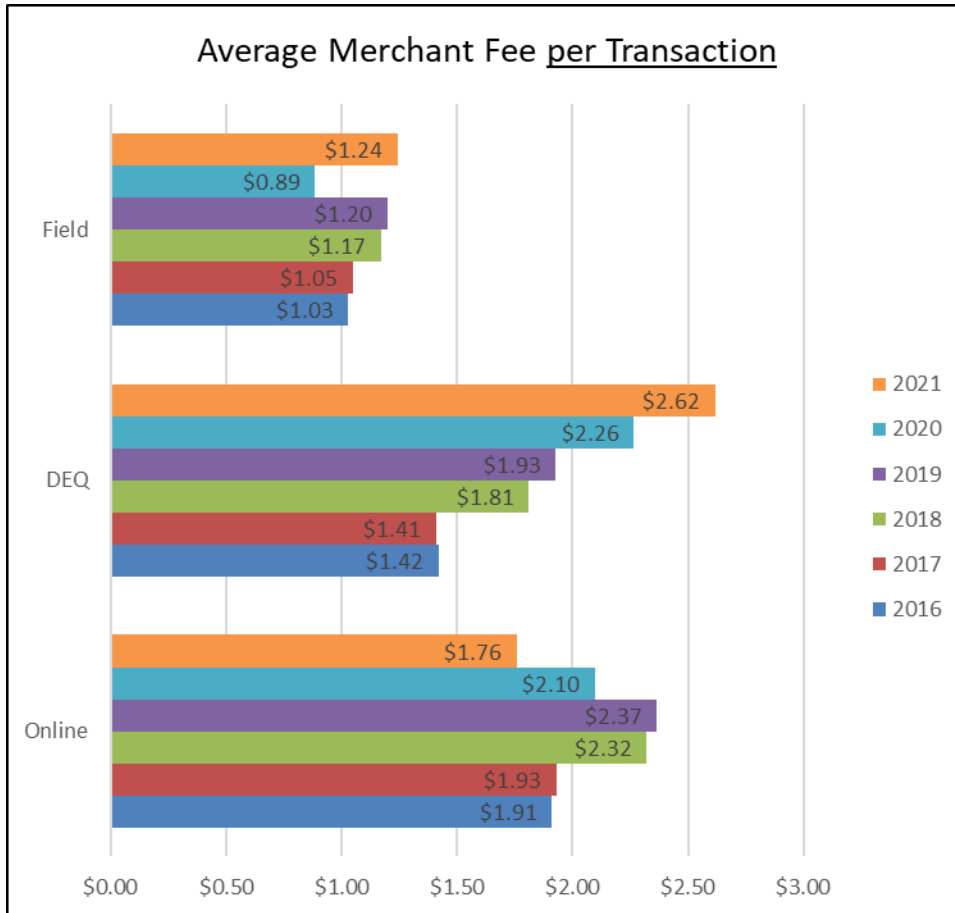


Figure 5: Average merchant fee charged per transaction for calendar years 2016 to 2021.

Figure 6 identifies thirteen driver fees that recover the lowest percentage of costs. Other DMV tests also have a low fee relative to their cost to administer.

Class C Skills (Driving) Test	7.31%
CDL Skills (Driving) Test	11.42%
CDL Instructional Permit	20.17%
Class C Instructional Permit	20.56%
Motorcycle Instructional Permit	21.89%
Hardship/Probationary Permit	49.84%
Class C Driver License Renewal (in field offices)	50.64%
CDL Original	54.36%
Replacement Driver License/Permit or ID Card (in field offices)	62.62%
CDL Renewal	71.31%
Class C Driver License Original	76.13%
Motorcycle Endorsement	83.59%
Suspension Reinstatement Fee	90.75%

Note: This list excludes limited-term products

Figure 6: DMV Driver Products with Lowest Fee to Cost Ratio

The combination of additional driver licensing responsibilities, new cost like merchant fees, and economic inflation over the past few decades has resulted in driver services no longer being self-supporting with driving-related fees.

Figure 7 is a summary of the current fees, actual 2019-21 costs, and volumes.

Fee Group Fee Name	Current Fee	Actual 19/21 Cost	19/21 Volume
Class C Driver License²			
Class C Driver License Original*	\$54.00	\$ 70.93	287,221
Class C Driver License Renewal*	\$34.00	\$ 67.14	158,310
Original Class C Instruction Permit	\$23.00	\$111.89	119,579
<i>NOTE: *Student Driver Training Fund Fee of \$6.00 (currently added to Driver License fees)</i>			
Class C Knowledge (Written/ATD/Oral) Test	\$5.00	\$ 2.55	472,797
Class C Skills (Driving) Test	\$9.00	\$123.16	69,059
Limited Term Original Class C**	\$23.00	\$ 70.93	
Limited Term Renewal Class C**	\$8.00	\$ 67.14	
<i>NOTE: **Student Driver Training Fund Fee of \$2.00 (currently added to Limited Term Driver License Fees)</i>			
Motorcycle Endorsement			
Motorcycle Endorsement	\$46.00	\$ 58.62	21,855
Motorcycle Safety Subaccount Fee: Original Motorcycle Endorsement	\$38.00		
Motorcycle Safety Subaccount Fee: Renewal of MC-endorsed Driver License	\$28.00		
Original Motorcycle Instruction Permit	\$23.00	\$109.67	2,063
<i>Motorcycle Skills Test-No longer administered by DMV</i>			
Replacement Driver License or Permit			
Replacement Driver License/Permit (average- non Real ID)	\$26.00	\$ 33.04	471,820
Commercial Driver License (CDL) ²			
CDL Original (in addition to Class C base Fees)	\$75.00	\$137.97	6,664
CDL Renewal ***	\$55.00	\$ 77.13	7,285
<i>NOTE: ***Student Driver Training Fund Fee of \$2.00 (currently added to CDL Renewal Fee)</i>			
Original CDL Instruction Permit	\$23.00	\$114.05	11,635
CDL Knowledge Test (Most Types)	\$10.00	\$ 7.00	69,439
CDL Skills (Drive) Test	\$70.00	\$613.12	421

[Figure 7: Current fee in relation to cost \(part 1 of 4\)](#)

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Fee Group Fee Name	Current Fee	Actual 19/21 Cost	19/21 Volume
CDL Commercial Driver Competency Certificate Fee	\$40.00		
Limited Term Original CDL (Class A,B,C)	\$45.00	\$137.97	
Driver Sanction Fees			
Hardship/Probationary Permit	\$50.00	\$100.33	5,349
Reinstatement Fee	\$75.00	\$ 82.64	286,303
Identification Cards (ID)			
Identification Card Original	\$44.50	\$ 33.40	81,488
Identification Card Renewal	\$40.50	\$ 28.82	23,288
Identification Card Replacement	\$39.50	\$ 15.87	52,508
Limited Term ID Card Original	\$20.00	\$ 33.40	
Limited Term ID Card Renewal	\$18.00	\$ 28.82	

Current ID Card fee recommendations include maintaining current revenue transfer to Public Transit.

Vehicle Title Fees (average cost)

Title, Issuance, Transfer, and/or Duplicate - Light Vehicle, Motor Home, Light Trailer	\$101.00 to \$192.00	\$ 26.71	1,916,787
Title, Issuance, Transfer, and/or Duplicate - Heavy Vehicle, Heavy Permit Trailer	\$90.00	\$ 26.71	
Title, Issuance, Transfer, and/or Duplicate - Salvage Titles	\$27.00	\$ 26.71	
Titles - Late Transfer Penalty (Day 31-60)	\$25.00		
Titles - Late Transfer Penalty (Day 61+)	\$50.00		
Total Title related transactions			

Miscellaneous Vehicle Title Fees

Transitional Ownership Document	\$13.00		
VIN Inspection	\$7.00	\$ 4.18	432,590

[Figure 7: Current fee in relation to cost \(part 2 of 4\)](#)

Fee Group Fee Name	Current Fee	Actual 19/21 Cost	19/21 Volume	
Vehicle Registration				
Registration - Passenger & Light Trailer (per year)	\$126.00 to \$316.00	\$14.33		
Registration Moped, Motorcycle (per year)	\$84.00	\$14.33		
Registration Weight Vehicles > 8000 lbs.: Truck, Bus, etc. (per year)	\$396 to \$1295	\$14.33		
Registration Weight Vehicles > 8000 lbs.: Charitable Organization	\$50 to \$415	\$14.33		
Registration Weight Vehicles > 8000 lbs.: Manufactured Structure Transport	\$102 to \$845	\$14.33		
Registration Trailer, Heavy (+8000 lbs.)	\$10.00	\$14.33		
Registration Fixed Loads 0 - 3000 lbs.	\$54.00	\$14.33		
Registration Fixed Loads 3001 lbs. +	\$75.00	\$14.33		
Registration Trailer, Special Use (6-10 ft.)	\$58.00	\$14.33		
Registration Trailer, Special Use (over 10 ft.)	\$54.00+ \$3.00/ft.	\$14.33		
Registration Special Use Trailers (ALL)	\$93.00	\$14.33		
Registration Farm Vehicles (based on weight)	\$35 to \$585	\$14.33		
Recreational Vehicle Registration Fees				
<i>Net revenues transferred to Oregon State Parks</i>				
Reg. Travel Trailer, Camper (6-10 ft.)	\$81.00	\$14.33		
Reg. Travel Trailer, Camper (over 10 ft.)	\$81 + \$6.75/ft.	\$14.33		
Reg. Motor Home (6-14 ft.)	\$86.00	\$14.33		
Reg. Motor Home (over 14 ft.)	\$156 + \$7.50/ft.	\$14.33		
Total Vehicle Registrations			2,999,677	
Plate Fees				
Plate Fee ("Plate Manufacturing Fee")	\$12.00/single \$24.00/pair			
Plate - Replacement (including Custom)	\$29 at renew, \$34 otherwise	\$28.42	66,128	
Plate – Custom Fees (per year)	\$50.00			
Miscellaneous Registration Fees				
Plate Transfer Fee	\$6.00	\$45.13	146,350	
Reg. Sticker Replacement - Month and Year	\$10.00			

Figure 7: Current fee in relation to cost (part 3 of 4)

Fee Group Fee Name	Current Fee	Actual 19/21 Cost	19/21 Volume
<i>Trip Permit Fees (based on paper forms, discontinued as of Jan 2019)</i>			
Trip Permit - Heavy Trailer	\$10.00	\$19.56	
Trip Permit - Registration Weight	\$5.00	\$19.56	
Trip Permit - Registered Vehicle	\$7.50	\$19.56	
Trip Permit - Heavy Motor Vehicle	\$43.00	\$19.56	
Trip Permit - Light Vehicle	\$32.00	\$19.56	
Trip Permit - Recreational Vehicle	\$32.00	\$19.56	
Trip Permit - Dealer-issued	\$15.00	\$19.56	
<i>Total Trip Permits</i>			185,996
<i>Sno-Park Permits</i> NOTE: Net revenues transferred to Sno-Park program (Winter Recreation)			
Sno-Park 1-day permit (DMV Office issue)	\$4.00	\$11.38	
Sno-Park 3-day permit (DMV Office issue)	\$9.00	\$11.38	
Sno-Park Annual permit (DMV Office issue)	\$25.00	\$11.38	
<i>Total Sno-Park Permits @ field office</i>			327,890
Sno-Park 1-day permit (agent issued)	\$4.00	\$4.76	
Sno-Park 3-day permit (agent issued)	\$9.00	\$4.76	
Sno-Park Annual permit (agent issued)	\$25.00	\$4.76	
<i>Total Sno-Park Permits (agent issued)</i>			221

Figure 7: Current fee in relation to cost (part 4 of 4)

Additional Information

Transfers

Figure 8 Distribution of DMV revenues other than operating expenses.

DMV Portion of Revenue Transfers		
Transfer to ODOT:	2019/21	Purpose for Distribution
Highway Fund	\$89,058,439	State share of Highway Fund (HF)*
Winter Recreation (Sno-Park)	\$5,458,232	Sno-Park Permit revenue collected for snow removal
Transportation Safety	\$7,397,422	Student Driver Training Fund, Motorcycle Safety, Safety Operations
Transportation Operating Fund	\$3,907,239	Senior and Disabled Transit program.
Rail Transportation	\$6,875,780	Custom Plates Revenue
Central Services Division	\$62,033,988	Central Services Assessment ODOT & DAS
Debt Service	\$186,347,366	Debt Service due to OTIA, JTA, HB2017
ODOT Total:	\$361,078,466	
Transfer to Others:	2019/21	Purpose for Distribution
To Cities	\$89,359,262	Highway Fund Distribution
To Counties	\$121,013,089	Highway Fund Distribution
County Registration Fee	\$74,665,849	Multnomah, Washington, and Clackamas
Parks & Recreation Dept.	\$38,151,976	Recreational Vehicle Revenues
Special Plates (all)	\$9,649,142	Specialty Plates Revenue
Outside Entities Total:	\$332,839,318	
Total Transfers out from DMV Revenue:	\$693,917,784	

Figure 8: 2019-21 DMV Revenue Transfers

Figure 9: Vehicle and Driver Fee increases since 2001.
Refer to the next section Legislative Fee History for details on legislation.

<i>Description</i>	Current Base Fee	OTIA I & II Increment	OTIA III Increment	JTA Increment	HB 2017 Increment	Current Total Fee
<i>CDL Commercial Driver Competency Certificate Fee</i>	\$33.00		\$7.00			\$40.00
<i>CDL Knowledge Test</i>	\$3.00		\$7.00			\$10.00
<i>CDL Original (in addition to the Class C base fees)</i>	\$55.00		\$20.00			\$75.00
<i>CDL Renewal (in addition to the Class C base fees)</i>	\$42.00		\$13.50			\$55.00
<i>CDL Skills Test</i>	\$56.00		\$14.00			\$70.00
<i>Class C Knowledge Test</i>	\$0.00		\$5.00			\$5.00
<i>Class C Skills Test</i>	\$0.00		\$9.00			\$9.00
<i>Identification Card Original</i>	\$33.50			\$11.00		\$44.50
<i>Identification Card Renewal</i>	\$29.50			\$11.00		\$40.50
<i>Identification Card Replacement</i>	\$29.50			\$10.00		\$39.50
<i>Limited Term ID Card Original</i>	\$10.00			\$10.00		\$20.00
<i>Limited Term ID Card Renewal</i>	\$8.00			\$10.00		\$18.00
<i>Original Class C Instruction Permit</i>	\$18.00		\$5.00			\$23.00
<i>Original Commercial Driver License (CDL) Permit</i>	\$18.00		\$5.00			\$23.00
<i>Original Motorcycle Instruction Permit</i>	\$18.00		\$5.00			\$23.00
<i>Plate - Custom (per year registration)</i>	\$25.00			\$25.00		\$50.00
<i>Plate Manufacturing Fee (Pair)</i>	\$4.00			\$20.00		\$24.00
<i>Plate Manufacturing Fee (Single)</i>	\$2.50			\$10.00		\$12.50
<i>Registration* - Passenger & Light Trailer (Note:\$36-220 based on mpg - electric)</i>	\$30.00		\$24.00	\$32.00	\$46.00	\$132.00
<i>Registration* Antique Vehicle</i>	\$30.00		\$24.00		\$46.00	\$100.00
<i>Registration* Camper (average cost)</i>	\$77.31		\$38.65			\$115.96
<i>Registration* E-Plate</i>	\$2.00		\$1.50		\$1.50	\$5.00
<i>Registration Light Fixed Load Vehicle</i>	\$30.00		\$24.00		\$7.00	\$61.00
<i>Registration* Low, Medium Speed Vehicle</i>	\$30.00		\$24.00	\$32.00	\$30.00	\$116.00

Figure 9: Vehicle and Driver Fee increases since 2001 (part 1 of 2)

DMV COST OF SERVICES STUDY - 2022 UPDATE

<i>Description</i>	Current Base Fee	OTIA I & II Increment	OTIA III Increment	JTA Increment	HB 2017 Increment	Current Total Fee
<i>Registration* Moped, Motorcycle</i>	\$9.00		\$21.00	\$18.00	\$30.00	\$78.00
<i>Registration* Motor Home Toter - (average cost)</i>	\$108.66			\$112.69	\$59.76	\$281.11
<i>Registration* Motor Home - (average cost)</i>	\$175.36		\$87.68			\$263.05
<i>Registration* Motor Home - (6 to 14 foot)</i>	\$54.00				\$32.00	\$86.00
<i>Registration* Tow Truck (average cost)</i>	\$90.03			\$93.36	\$49.52	\$232.91
<i>Registration* Trailer - (average cost)</i>	\$15.00		\$12.00			\$27.00
<i>Registration* Trailer, Special Use (average cost)</i>	\$69.27		\$24.00		\$37.00	\$130.27
<i>Registration* Travel Trailer - (average cost)</i>	\$118.80		\$59.40			\$178.20
<i>Registration* Weight Vehicles - Bus</i>	\$108.67		\$57.92	\$172.76		\$339.35
<i>Registration* Weight Vehicles -Farm Truck</i>	\$100.98		\$0.91	\$52.37	\$41.65	\$195.91
<i>Registration* Weight Vehicles - Truck</i>	\$130.02		\$69.30	\$206.70	\$61.31	\$467.32
<i>Registration* - Special Interest Vehicle</i>	\$45.00		\$36.00		\$19.00	\$100.00
<i>Title Heavy Replacement & Transfer -Salvage</i>	\$10.00	\$80.00				\$90.00
<i>Title Light Replacement & Transfer - Salvage</i>	\$10.00	\$20.00	\$25.00	\$22.00	\$16.00	\$93.00
<i>Title, Issuance, Transfer, and/or Duplicate - Heavy Vehicle, Heavy Permit Trailer</i>	\$10.00	\$80.00				\$90.00
<i>Title, Issuance, Transfer, and/or Duplicate - Light Vehicle, Motor Home, Light Trailer, Snowmobile, ATV</i>	\$10.00	\$20.00	\$25.00	\$22.00	\$16.00	\$93.00
<i>Title, Issuance, Transfer, and/or Duplicate - Salvage</i>	\$10.00	\$7.00		\$10.00		\$27.00
<i>Trip Permit - Light Vehicle</i>	\$20.00			\$10.00	\$2.00	\$32.00
<i>Vehicle Identification Number (VIN) Inspection</i>	\$4.00		\$3.00			\$7.00

*County registration fees for Multnomah, Washington, and Clackamas counties not included.

Figure 9: Vehicle and Driver Fee Increases since 2001 (part 2 of 2)

Legislative Fee History

Decisions made during Legislative Sessions in 2001, 2002, 2003, 2009, and 2017 have impacted DMV fees (see *Figure 9*):

- **Oregon Transportation Investment Act (OTIA) I & II (2001 Session, HB 2142 and 2002 Session, 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 highway infrastructure projects. Portions of this money not needed for bond repayment are allocated 30% to counties, 20% to cities, and 50% state highway fund.

- **OTIA III (2003 Session, 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 fees for VIN Inspection, License Plate, Driver Testing, CDL issuance, Instruction Permit issuance, and renewal: 60% to counties, 40% to cities.

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

Increased fees for vehicle title and registration, plate, and vehicle trip permit. 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). For any remainder, the revenue was to be split: 50% to ODOT, 30% to Counties, 20% to Cities. Also, increased Identification Card fees for public transit.

- **HB 2017 (2017 Session)**

Increased fees for vehicle registration, title, and trip permit in three stages. Increased fees in 2020, 2022, and 2024, including tiered fee increases based on MPG, with a revenue increase on these DMV fees to be \$186 million in the 2019-21 biennium and forecasted \$261 million in the 2021-23 biennium. HB 2017 also established a new "privilege tax" or "use tax" on the sale or purchase of new vehicles.

- **HB 4062 (2018 Session)**

Small adjustments to business regulation fees for a self-supporting program, and to some driver fees for consistency.

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*Past reports and
Contact for questions*

2022 Oregon DMV Cost of Services Study

https://www.oregon.gov/ODOT/DMV/docs/DMV_Cost_of_Services_Study_2022.pdf

2019 Oregon DMV Cost of Services Study

https://www.oregon.gov/ODOT/DMV/docs/DMV_Cost_of_Services_Study_2019.pdf

2016 Oregon DMV Cost of Services Study:

https://www.oregon.gov/ODOT/DMV/docs/DMV_Cost_of_Services_Study_2016.pdf

2015 Oregon DMV Cost of Services Study:

https://www.oregon.gov/ODOT/DMV/docs/DMV_Cost_of_Services_Study_2015.pdf

2013 Oregon DMV Cost of Services Study:

http://www.oregon.gov/ODOT/DMV/docs/DMV_Cost_of_Services_Study.pdf

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