

June 2026



**Driver and
Motor Vehicle
Services**

Oregon Department of Transportation

Cost of Services Study



Purpose and Values

DMV is made up of hard-working people who care about customers in their communities and across Oregon. DMV's focus remains on its mission and a strategic vision of delivering excellent customer service to Oregonians.

Mission

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

Strategic Vision and Goals

Excellent customer service is at the core of our strategy for strengthening operations and exceeding customer expectations. The following goals support this vision and are the lens through which we assess and deliver services.

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



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INTRODUCTION

The Oregon Department of Transportation (ODOT), through the Driver and Motor Vehicles Services Division (DMV), is responsible for licensing drivers to operate vehicles, and titles and registers vehicles. DMV charges fees for its services, which are intended to cover DMV's operating expenses, generate revenue for the State Highway Fund, and fund specific allocations of past transportation packages.

This Cost of Services study covering the 2023-2025 biennium has found that many DMV fees are not sufficient for cost recovery. Although House Bill 2100 (2023) made a start at adjusting DMV fees to better align with DMV costs, there are still base DMV fees that have not been increased in more than 20 years. For the 2023-25 biennium, DMV gross Base Revenue was \$319 million, and the DMV Operating Cost, and Central Service Assessment expenses were \$315 million. This was the third biennium where operational and collection costs exceeded or were close to base revenue, and a deficit is projected for the next several biennia.

DMV's costs were further impacted by inflation, DMV labor costs, postage rates, printing prices, merchant fees, IT system licenses and maintenance contracts, building leases, utilities, and license plate manufacturing costs, which all increased during this time. If we stay on the current path, the deficit is expected to increase in the next biennium and beyond. Labor costs are projected to increase because of cost-of-living adjustments, pay equity assessments changes (increasing the average starting wage or adjusting existing employee pay), and the addition of a new top step being added to several DMV salary ranges.

Despite these challenges, DMV maintains its focus on customer service; we know that we exist to serve Oregonians. We work to offer cost-efficient ways of delivering services, including enhancing our online capabilities through DMV2U. As documented in the report, online services cost considerably less to deliver compared to in-person services. DMV has also invested in technology solutions and upgrades to improve efficiency. Since the 2024 Cost of Services study, for example, DMV has added self-service Express Kiosks that offer multiple transactions, including registration renewals that dispense registration stickers in minutes. DMV continues to seek solutions to reduce costs while still delivering the range of services Oregonians need and deserve.

Amy Joyce
DMV Administrator



Amy using kiosk to get registration stickers.

EXECUTIVE SUMMARY

DMV fees support three core purposes as defined in Oregon Revised Statutes (ORS) 184.642:

1. Cover direct and administrative costs of providing DMV services.
2. Generate revenue for the State Highway Fund (including transportation infrastructure debt service and disbursements to local governments for highway and roadway purposes).
3. Generate revenue for other programs, agencies, and local governments.

DMV operations are one of the four primary ODOT revenue collection paths. Revenues collected from the fees charged for DMV activities flow into the State Highway Fund, the Transportation Operating Fund (TOF), and into the other funds administered by ODOT division such as Public Transit. There is a unique subset of TOF revenue used to cover the operation cost of the Business Regulation functions, which are intended to be funded by DMV base fees that have not been updated in over a decade, and REAL ID issuance. Other dedicated fees are transferred to outside entities. Finally, revenues remaining after deducting transfers and costs are apportioned to cities and counties statewide for local road repair, maintenance, and construction.

DMV transactions can largely be grouped into three business lines: Vehicle; Driver; and Business Regulation, as shown below.

Vehicle	Driver	Business Regulation
<ul style="list-style-type: none"> • Ownership and operation of a vehicle • Titles, plates, registration, permits • \$1 billion in revenue in 2023-25 biennium • Revenue is split between the Highway Fund and other agencies and programs 	<ul style="list-style-type: none"> • Right to operate a vehicle • Permits, licenses, endorsements, testing • \$102 million in revenue in 2023-25 biennium • Revenue is distributed among the Highway Fund, Transportation Operating Fund, and other agencies and programs 	<ul style="list-style-type: none"> • Licenses and regulates vehicle dealers, dismantlers, transporters and appraisers in Oregon • \$3.1 million revenue in 2023-25 biennium • Revenue generated solely funds the Business Regulation program

The Cost of Services (COS) study continues to demonstrate that many fees intended for cost recovery no longer meet that intent. Fees from vehicle transactions (title and registration) continue to subsidize driver products and services. Changes to 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 revenue, resulting in less net revenue for local governments and the Highway Fund. The cost of services has been impacted by:

1. Labor cost increases due to cost-of-living adjustments and pay equity changes which have increased average starting wage and wages for some existing employees.
2. Increased merchant fees due to higher consumer credit card use, DMV fee increases tied to transportation funding packages, rising processing fees charged by card companies, and the expansion of online DMV services that require electronic payment.



As shown in the images above, the DMV Lobby Management System has improved services by displaying current wait times and showing the number of the next customer to be served.

HISTORY AND METHODS

DMV developed the original Cost of Services (COS) Study in 2013 with a 10-person COS advisory committee and a team from DMV to develop and review methodology and results. The purpose of the study is to provide data on what it costs to deliver DMV products and services compared to the base fees charged. The study is updated and published following each biennium and incorporates timed and untimed transactions to determine the cost to DMV to deliver its products and services. In 2019 the study methodology transitioned to a point-in-time study that used actual data from the previous biennium to more accurately report on costs. The [previous report](#) was published in 2024 and used data from the 2021-2023 biennium.

The calculation methodology used in the initial (2013) COS study is followed as closely as possible for consistent analysis. However, DMV updates the methodology as necessary to adjust for process and workflow modifications. Through analysis of 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 timing for the cost of services relies on work measurement timings to determine direct labor costs for most DMV products and services. Timings conducted at DMV offices and statistics captured by headquarters units are used to determine the time required to perform the work steps associated with each work type. All untimed staff costs are applied based on product volume and administrative overhead cost is applied based on FTE to product units. After more than a decade of refinement, the timing method provides an accurate, detailed accounting of direct labor time for DMV products and services.

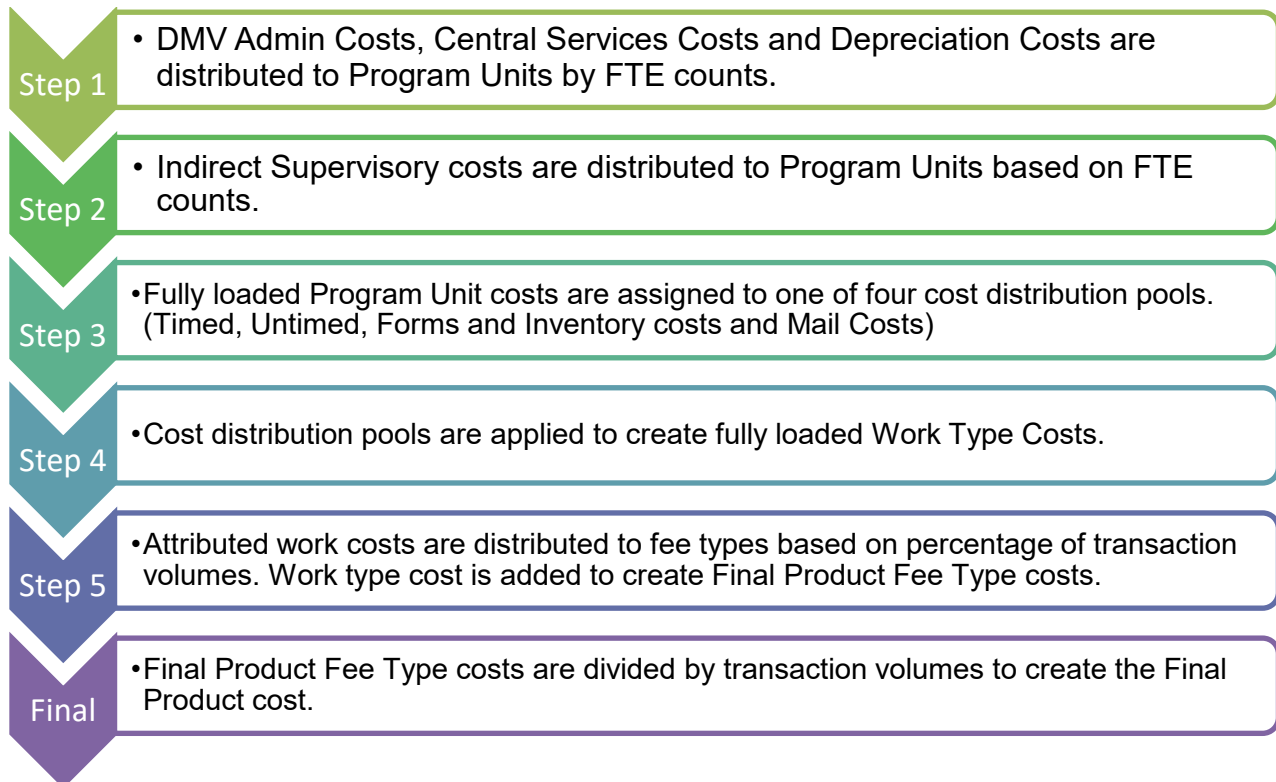
Cost of Services = Glossary of Terms:

- **Admin Costs:** Includes costs for DMV general administrative overhead, depreciation costs, Central Services Assessment Costs (CSAC) not directly attributed to work types.
- **Depreciation Costs:** Costs that represent the annual expenses of long-term assets such as computer systems and equipment, allocated over the useful life of those assets to reflect their gradual use in delivering DMV services.
- **Central Services Costs:** Central Services Costs or Central Services Assessment (CSA) is DMV's share of overall ODOT administrative costs from Financial Services, Human Resources, Payroll, Procurement, Department of Administrative Services, State Data Center, enterprise Information Technology support, and others.
- **Program Units:** These are the DMV work units providing direct products and services, such as vehicle registration or driver license issuance.
- **FTE Counts:** The amount of legislatively approved and budgeted, full-time equivalent employees representing the product and service work within DMV.
- **Supervisory Costs:** The supervisory and management costs associated with the related program units that are not directly attributed to direct products and services.
- **Fully Loaded Costs:** Program unit costs after all administrative overhead, CSAC costs, supervisory costs, and depreciation, have been distributed to the program units based on the FTE counts per area.
- **Cost Distribution Pools:** Cost distribution methods are based on the type of cost being allocated. Timed costs are distributed using time-based measurements, while Untimed costs, Forms and Inventory costs, and Mail costs are distributed using transaction volumes.
- **Timed Costs:** Timed costs are the fully loaded timed program unit costs that are directly linked to a work step for specific product or service. This is calculated by measuring the time spent on each work step, converting to hours of work based on transaction volume

and then allocating costs based on (the time needed) percentage hours for each work step.

- **Untimed Costs:** Untimed costs are program unit expenses that support a specific product or service but cannot be measured using time. Instead, they are allocated to work types based on their share of total transaction volume.
- **Forms and Inventory Costs:** Costs that relate specifically to forms and inventory for associated products and services. These costs are allocated to work types based on their proportion of total transaction volume.
- **Mail Costs:** Mail costs that are attributed to specific products and services (i.e. metered mail, USPS bulk mail, UPS, Fed Ex, etc.) that are distributed to related work types based on percentage of transaction volume.
- **Work Type Costs:** The fully loaded costs by work type are directly attributed to the production of direct products and services.
- **Attributed work:** Actions required to be performed by DMV by law that do not collect fees like processing accident reports, disabled parking placards, and administering the at-risk driver program.
- **Final Product Fee Types:** Final product fee cost represents the fully loaded production expenses for fee-based products and services. These costs are allocated from directly related work type costs based on each work type's share of total transaction volumes.

Methodology overview.



Historical changes between the seven studies are summarized below:

2026 COS Study is based on actual transaction and expenditure data from the 2023–25 biennium. Responsibility for the cost model has transitioned to the Financial Services Operations and Policy unit, in collaboration with DMV. The updated model maintains the established cost methodology but incorporates more automation and fewer manual calculations. This report has been expanded to include all service channels: field offices, express kiosks, DMV2U online services, DEQ testing stations, mail, dealer transactions, and incorporates additional business regulation activities. Enhanced data coding and expanded work types improve data organization, service-channel analysis, and the accuracy of cost calculations. New and existing timings were validated with DMV subject matter experts to reflect workflow changes and efficiencies following the normalization of the Oregon License Issuance and Vehicle Registration (OLIVR) system, along with added timings for dealer inspections and investigations. Administrative budget shortfalls led to reduced staffing levels and temporary office closures, increasing customer waiting times. Despite these staffing reductions, salary costs continued to rise due to cost-of-living adjustments (COLAs), salary range changes, and revised pay-equity methodology. In addition, REAL ID enforcement by TSA, effective May 7, 2025, influenced the service channel transactions for driver and ID card credentials.

2024 COS Study is based on data from the actual transactions and expenditures with data from the 2021-23 biennium. Timings are the same as those used in the 2022 study. Cost-of-living adjustments (COLAs) increased the personal services cost significantly from the 2019-21 biennium. The 2021 Legislature approved extending limited duration staffing to handle the increase in REAL ID workload. During the development of this report ODOT Financial Services conducted data validation and review.

2022 COS Study was a look at actual transactions and expenditures from the 2019-21 biennium. The driver licensing system replacement was completed in July 2020, after the implementation of the vehicle transactions system replacement in 2019. This provided one full year's worth of complete data from new computers system OLIVR. These new timings were based on sample transactions and business processes changed with the new system were applied to cover both years of the biennium. Volumes for the biennium due to the COVID-19 pandemic causing office closures, service capacity restrictions, deferred renewal requirements, and customer-initiated renewal delays. Additionally, Oregon's Equal Pay Act (2017) changed salary step calculations for newly hired employees and increased many existing employees' pay rates. Pay equity adjustments, the addition of top steps to the pay scale and cost-of-living adjustments (COLAs), increased the personal services cost significantly raised the personal services costs from the 2015-17 biennium. Additional limited duration and permanent positions were also approved by the 2019 legislature to meet increased demand for credentials, including REAL ID.

2019 COS Study was a look back at actual transactions and expenditures data from the 2015-17 biennium. Unlike the previous study, forecast values were not applied to the study. The study gave a benchmark of how DMV services worked prior to the first major upgrade of DMV's computer systems. Service Transformation Program (STP) implementation costs were excluded from the study.¹

¹ The Service Transformation Program (STP) was 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.

2016 COS Study 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 Program. New for this study was 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 COS Study 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 COS study 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.



DMV REVENUES AND EXPENDITURES

Figure 1: Cumulative percentage increase in DMV Personal Services Expenditures and Central Services Assessment (CSA)

Central Services Assessment (CSA) contains central administrative costs for Audits, Human Resources, Financial Services, Social Equity, Data Solutions, Information Services (data storage, server, network, mainframe charges), and the state government services charge. These costs are distributed quarterly to ODOT divisions based on budgeted full time equivalent positions (FTE). DMV’s central services assessment is subtracted from revenues prior to operating budget allocation/expenditures.

The FTE count reference is on right side and dashed lines indicate forecasted data. The FTE count has remained relatively stable over time while costs are forecasted to double within a 12-year period.

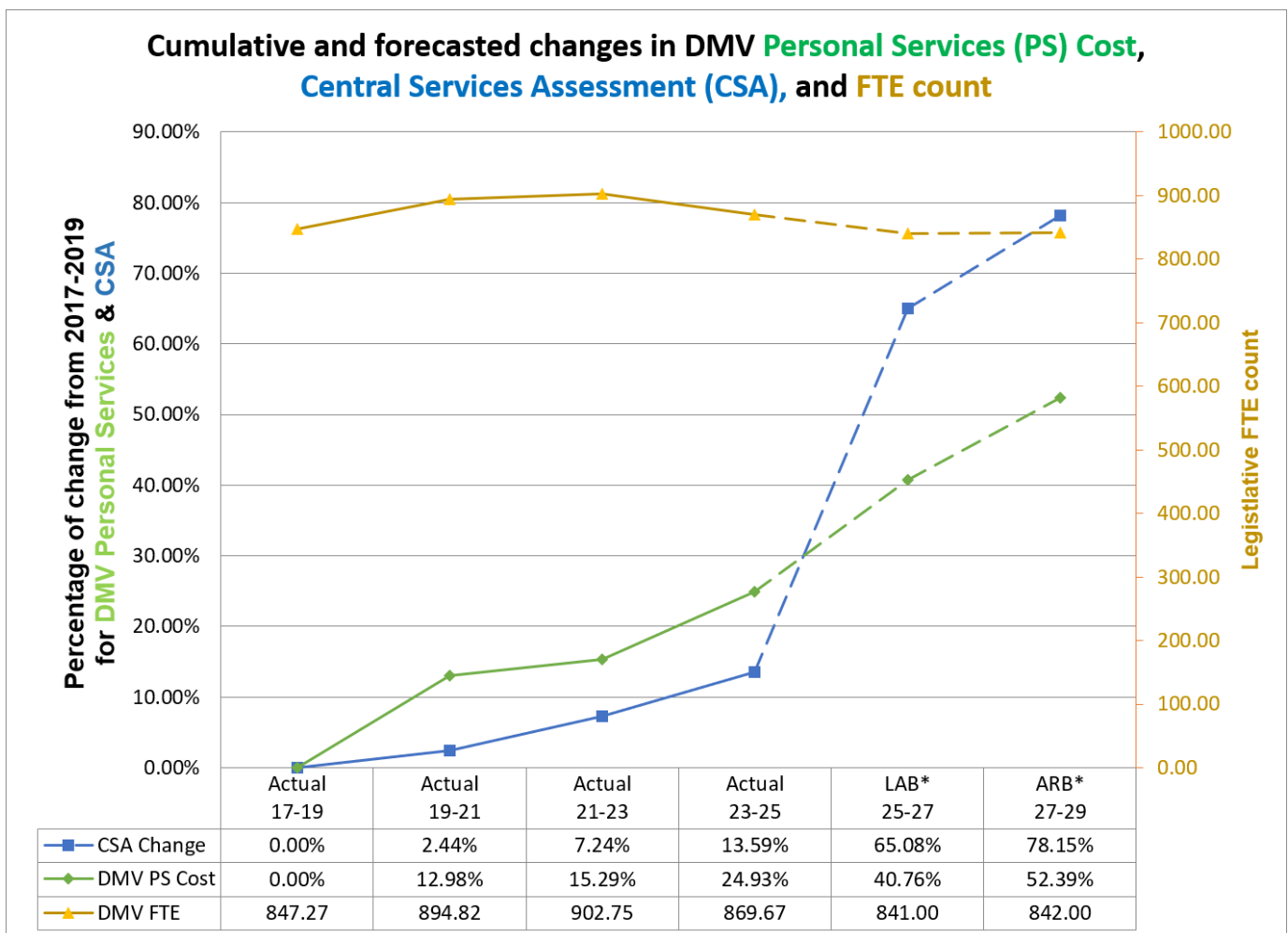


Figure 2: DMV Specific Revenues and Allocations (2023-25 Biennium Distributions)

This diagram depicts the flow of DMV revenue to designated programs and operations.

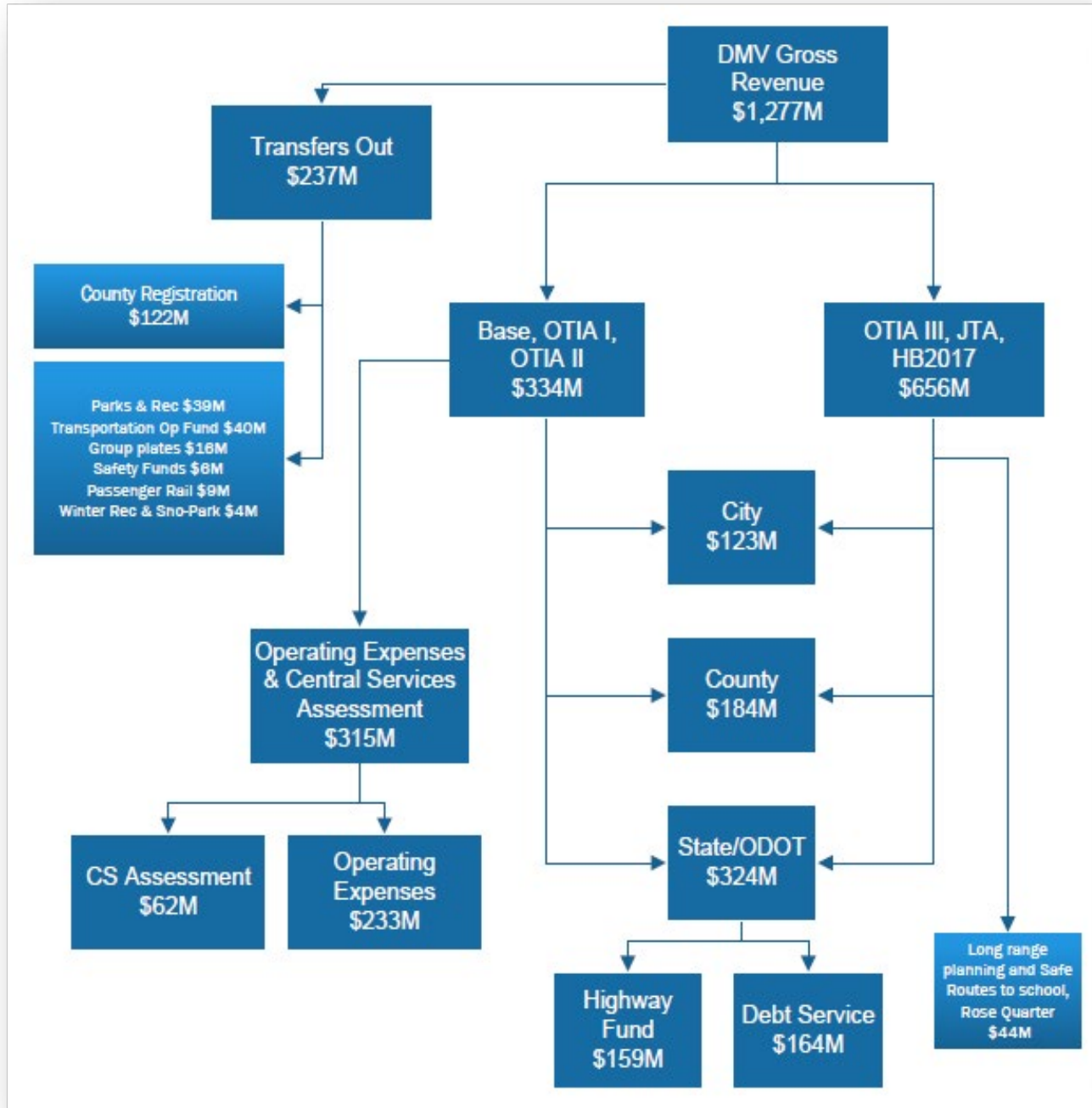
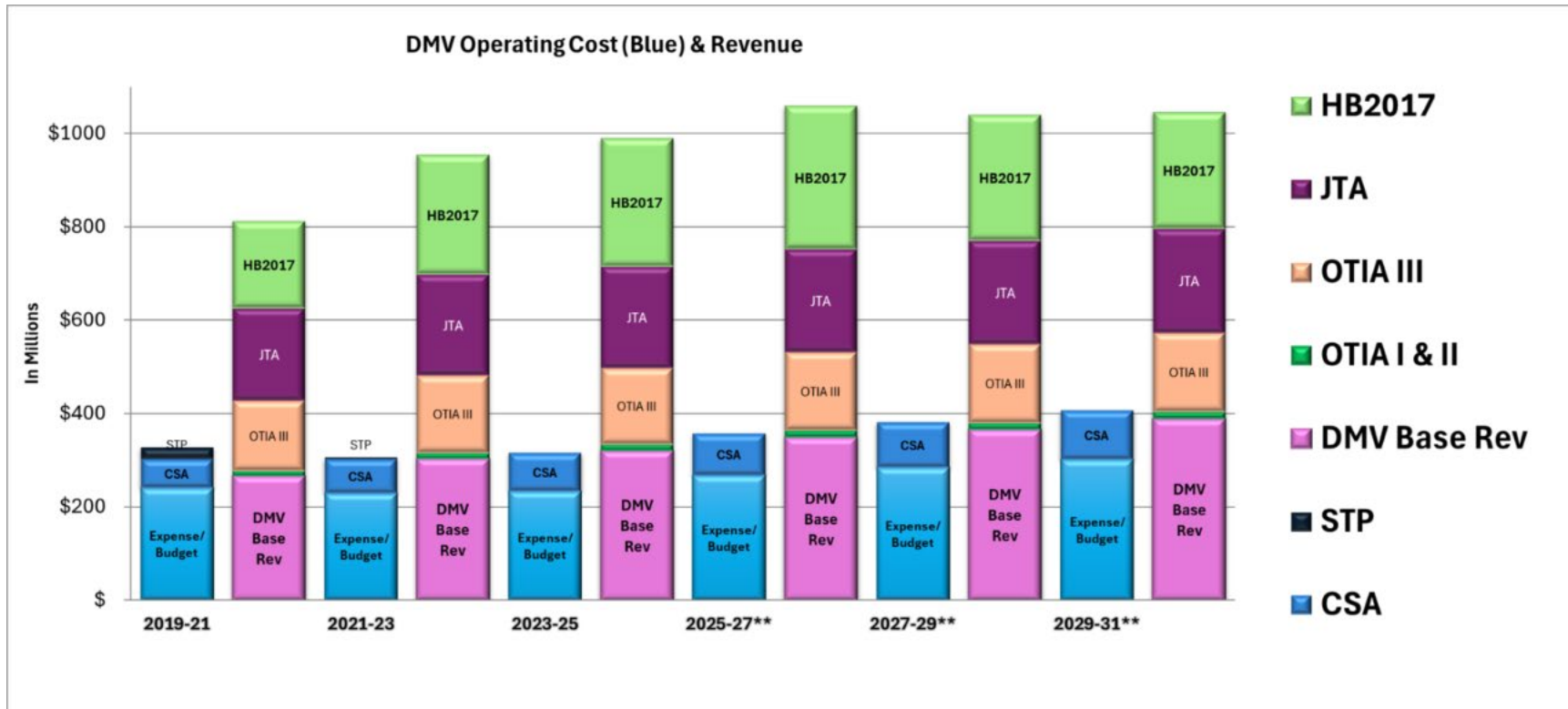


Figure 3: DMV Operating Cost & Revenue



**Forecasted revenue and expenditures.

This figure shows actual and forecasted DMV revenue and expenditures from 2019-21 actuals to forecasted 2025-27 through 2029-2031.

- Blue and darker blue on the graph represent DMV’s operating expenditures and CSA expenses, as compared to pink DMV Base Revenue. The graph shows that expenditures are at or exceeding DMV’s Base Revenue for DMV programs and services and generates little for the State Highway Fund.
- Other colors on the graph indicate other types of revenue collected by DMV, such as OTIA I & II, STP, JTA and HB 2017 that are not allowed by law to cover DMV’s operating expenses, but are covering other programs, agencies and local governments.

FINDINGS

1. DMV fees do not cover base operating expenses and DMV's share of prior transportation funding packages OTIA I, OTIA II, OTIA III, JTA, and HB 2017 (see Figure 11 for details). In the 2023 legislative session some base fees were increased to help recover operational costs. However, since the 2023-25 biennium, operational costs continue to increase, and fees charged result in very little net revenue to the State Highway Fund and agency operations overall. The costs analyzed in this study are lower than they have been due to agency-imposed cost savings in response to declining State Highway Fund balance, like holding vacant positions longer. The current level of revenue is not sufficient to cover DMV fully staffed operations.
2. Vehicle-related fees continue to subsidize drivers and record products and services, due to current fees not covering cost.
3. Record fees have remained the same for 30 or more years. Oregon DMV has some of the lowest fees for record request services in the country. Fees are outdated and do not cover the cost of providing these services.
4. Non-Commercial Class C drive skills test fees, set at \$45.00 dollars, are well below the DMV service cost of \$148.66. The DMV fee is also significantly lower than the average fee charged by third-party service providers, which is about \$75.00. Approximately 80 percent of Class C drive tests are administered by third party testing services. The average cost for DMV to oversee and administer the third-party testing program is \$5.78 per test, substantially less than the cost of DMV to conduct the test. Third-party testing services therefore reduce DMV's cost for providing skills tests.
5. A significant component of products and service cost is the amount of time employees spend processing the transaction. Federal and state mandates have added to requirements, increasing the time needed to complete transactions. In general, service channels involving in-person or mailed in work report higher costs than online or kiosk service channels.
6. Vehicle-related business license application fees for vehicle dealers, vehicle appraisers, and transporters do not cover the cost to support the activities related to regulating these businesses.
7. DMV's operational costs continue to exceed or be close to base revenue, and the deficit will continue to grow until base rates are adjusted. An example of how DMV expenditure continues to rise is merchant fees. Merchant fee expenses are almost \$10 million per biennium and will continue to increase as online credit/debit card transactions and fee amounts collected grow. DMV currently includes this expense in its Cost of Services calculations and does not charge a separate fee to recover it.
8. DMV now offers more efficient online services, such as DMV2U with more than 30 online products, saving customers a trip to a DMV office and freeing appointment times for those who need in-person service. DMV Express Kiosks were introduced in 2025 placing 10 machines in Fred Meyer stores from Portland to Medford and in Bend. The kiosks allow customers to renew, replace and print vehicle registration cards and stickers. Kiosks are available seven days a week during the stores' operating hours.

Figure 4a and b: Original Class C driver license cost elements.

Figure 4a shows the timed work cost per transaction for issuing an Original Class C license.

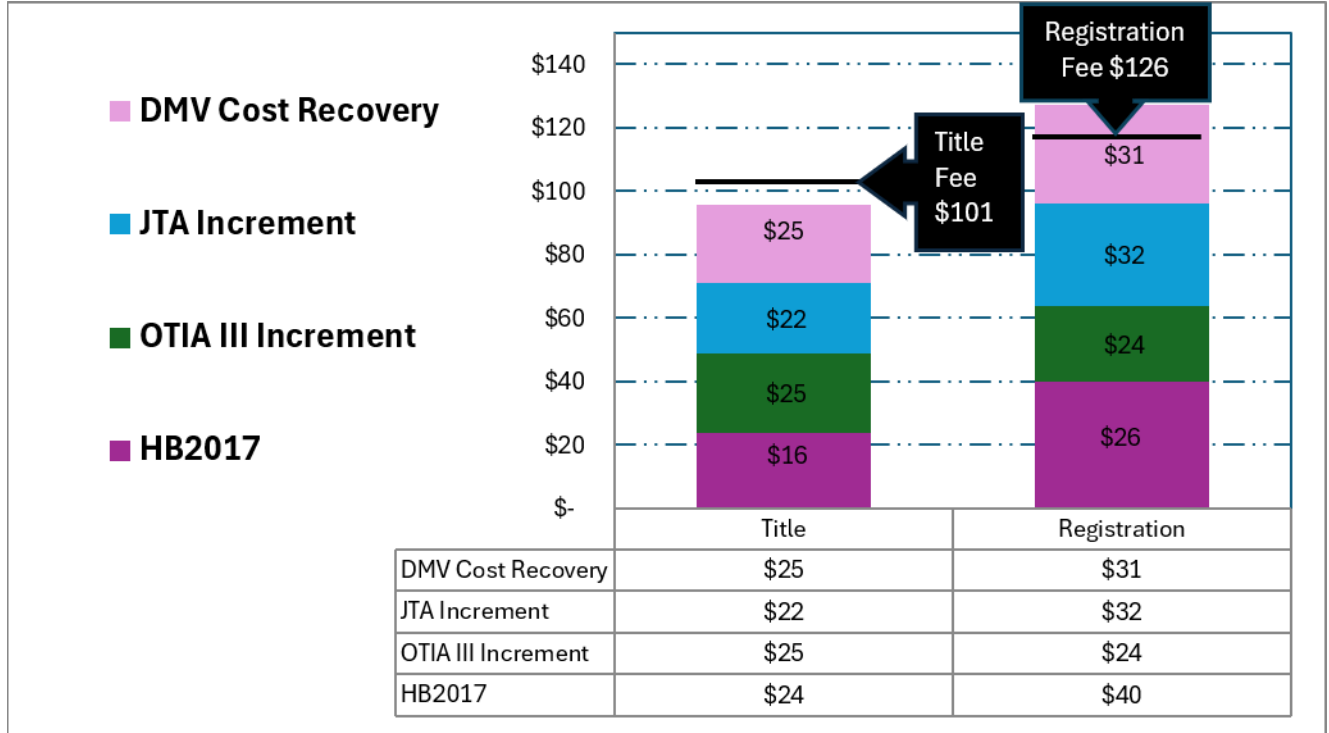
Work Unit	Cost	Percentage
Field Office	\$46.94	90.77%
Call center	\$0.56	1.09%
Document process & Image	\$0.80	1.55%
Driver Programs	\$0.02	0.05%
Driver Specialty Services	\$1.91	3.70%
Driver Transaction Unit	\$0.33	0.65%
Finance & Accounting unit	\$0.48	0.94%
Fraud Prevention	\$0.64	1.23%
Mail Headquarters	\$0.01	0.02%
Record Policy	\$0.00	0.01%
Timed Work Total	\$51.72	

The timed costs identified in Figure 4a are added to untimed costs, as well as costs from forms and mail services provided by the Department of Administrative Services (DAS) and attributed work costs. Figure 4b below identifies the total cost to DMV for an Original Class C license.

Work Area	Cost	Percentage
Timed Work Total	\$51.72	57%
Untimed	\$9.92	11%
Forms	\$0.15	0%
Mail services	\$0.46	1%
Attributed work	\$29.10	32%
Total	\$91.36	

Figure 5: Revenue distribution for Registration and Title products.

The chart below compares two DMV products: one that fully recovers costs and one that does not. The \$101 title fee is first allocated to its legislatively required functions, including JTA, OTIA III, and HB2017. The remaining portion fully covers DMV’s cost to deliver the product, allowing any surplus to support other DMV operations—such as vehicle registration—which does not fully recover its own costs. If all DMV products and services recovered their cost DMV could contribute any excess to the Highway Fund (see Figure 14):



Title and Registration Fees are based on a 0-19 MPG vehicle transaction at a field office.

Earmarked increases do not fund DMV operational cost. These funds by law must be distributed to the program the increment is funding. For DMV to cover its costs, the operational or Loaded Cost of Service should be fully covered by fees.

Figure 6: Average merchant fee history.

The bars on the chart show the average merchant fee charged per card transaction by fiscal year. The line represents the total amount of merchant fee paid by DMV in the fiscal year. The chart shows data for fiscal years 2020 to 2025.

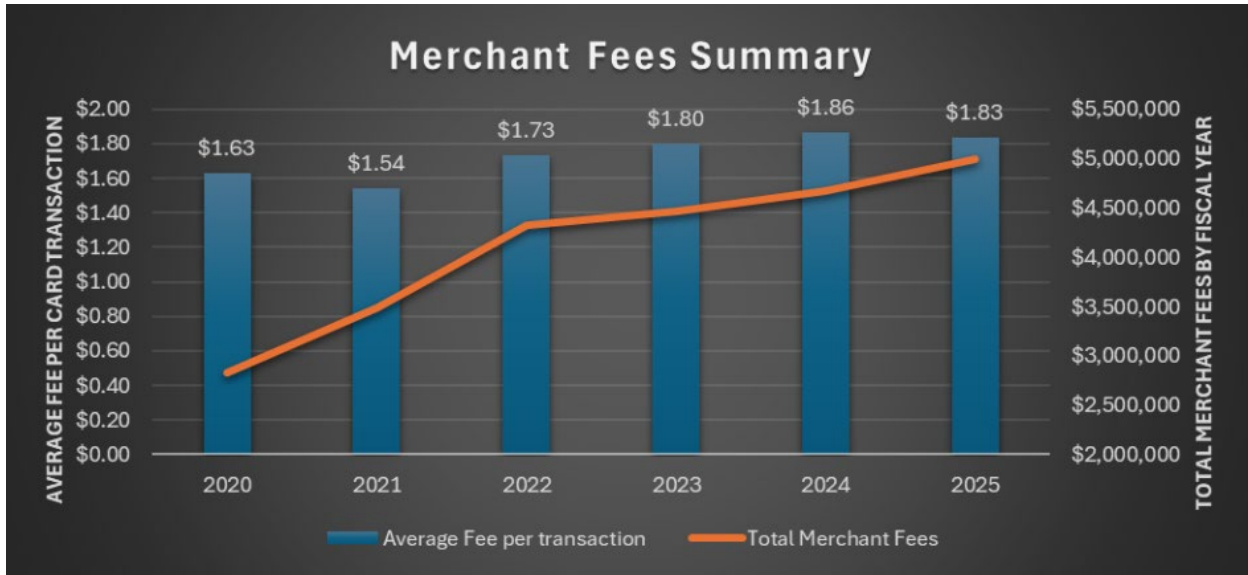


Figure 7: DMV Driver Products Through the Field Office Service Channel with Lowest Fee to Cost Ratio.

Figure 7 identifies driver fees that recover the lowest percentage of costs. Other DMV Driver Products also have a low fee relative to their cost to administer. Percentage is based on services provided in field offices. *Note: This list excludes limited-term products such as Original Driver License, Original Instruction Permit, and others.*

Driver Products (Field Office Only)	Cost Recovery
Class C Knowledge Test*	6%
CDL Knowledge Tests* (total)	8%
CDL Skills Test*	22%
Class C Skills Test*	24%
NC Instr. Permit Original* (2 yr)	29%
Orig. CDL Instr. Permit*	29%
Orig. Motorcycle Instr. Permit*	29%
NC Instr. Permit* (2 yr) Renewal	34%
MC Instruction Permit Renewal	34%
Hardship/Probationary Permits-renewal	39%
Farm endorsement	49%
CDL_CDP Replacement*	52%
NC License Replacement * (< 8 yr)	60%
NC-Instruction Permit Replacement*	60%
NC License Renewal* (8 yr)	60%
All Hardship/ Probationary Permits	63%
NC License Original * (8 yr)	63%
Original ID Card* (TOF)	87%

The combination of additional driver licensing responsibilities, merchant fees, and economic inflation over the past few decades has resulted in driver-related fees failing to support the cost of driver services, even with fee increases from HB 2100 in 2023.

This section is a summary of cost findings using actual 2023-25 costs and volumes. The table shows the type of product, service channel, and the current fee as of this report. “Service Channel” represents the way a consumer will acquire a product or service. The “Consumer Fee” shows the cost the consumer pays at the point of transaction, while the “Base Fee” column shows the amount DMV receives from that fee to cover operating expenses. The next column “Cost per Transaction 2026” is the DMV cost attributed to the product as determined by finding in this report. The last column “Actual 23/25 Volume” is the volume of transactions recorded in the study timeframe.

Figure 8: Driver-related findings

Driver and ID products and services are delivered to consumers at the 59 DMV Field Offices, online (DMV2U), and Third Party (private service).

Non-Commercial (NC) Class C License	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
NC License Original (8 yr)	FO	\$64.00	\$58.00	\$91.36	176,456
NC REAL ID License Original (8 yr)	FO	\$94.00	\$88.00	\$103.52	156,479
NC Instr. Permit Original (2 yr)	FO	\$30.00	\$25.00	\$87.24	69,642
NC REAL ID Instr. Permit Original (2 yr)	FO	\$60.00	\$55.00	\$99.90	61,758
NC License Renewal (8 yr)	FO	\$54.00	\$48.00	\$79.62	467,277
NC REAL ID License Renewal (8 yr)	FO	\$84.00	\$78.00	\$90.59	219,620
NC License Renewal (8 yr)	DMV2U	\$54.00	\$48.00	\$41.63	139,996
NC Instr. Permit Renewal (2 yr)	FO	\$26.00	\$26.00	\$77.56	14,348
NC REAL ID Instr. Permit Renewal (2 yr)	FO	\$56.00	\$56.00	\$80.69	12,724
NC Instr. Permit Renewal (2 yr)	DMV2U	\$26.00	\$26.00	\$42.95	8,086
NC License Replacement (<8 yr)	FO	\$30.00	\$30.00	\$50.02	233,291
NC REAL ID License Replacement (<8 yr)	FO	\$60.00	\$60.00	\$59.39	206,881
NC License Replacement (<8 yr)	DMV2U	\$30.00	\$30.00	\$12.52	59,206
NC Instr. Permit Replacement (>2 yr)	FO	\$30.00	\$30.00	\$50.02	4,327
NC REAL ID Instr. Permit Replacement (<2 yr)	FO	\$60.00	\$60.00	\$59.39	3,837
NC Instr. Permit Replacement (<2 yr)	DMV2U	\$30.00	\$30.00	\$7.41	1,098
Class C Knowledge Test	FO	\$7.00	\$2.00	\$34.43	307,292
Class C Knowledge Test	DMV2U	\$7.00	\$2.00	\$3.01	55,032
Class C Skills Test	FO	\$45.00	\$36.00	\$148.66	34,809
Class C Skills Test	3rd Party	~\$75.00	\$0.00	\$5.78	138,233
Farm Endorsement	FO	\$29.00	\$29.00	\$58.64	1,251

Note: The student driver training fund fee of \$6.00 is included in Consumer Fee.

Service Channel: FO=Field Office, DMV2U=online, 3rd Party=External Service Provider

Commercial Driver License (CDL)	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
CDL Original (8 yr)	FO	\$160.00	\$140.00	\$111.62	14,820
CDL REAL ID Original (8 yr)	FO	\$190.00	\$170.00	\$123.79	13,143
CD Instr. Permit Original	FO	\$40.00	\$35.00	\$121.05	6,973
CDL REAL ID Instr. Permit Original	FO	\$70.00	\$65.00	\$123.97	6,184
CDL_CD Permit Replacement	FO	\$30.00	\$30.00	\$58.02	7,705
CDL_CD REAL ID Permit Replacement	FO	\$60.00	\$60.00	\$68.34	6,832
CDL_CD Permit Replacement	DMV2U	\$30.00	\$30.00	\$16.44	1,955
CDL Renewal	FO	\$104.00	\$90.50	\$106.86	7,748
CDL REAL ID Renewal	FO	\$134.00	\$120.50	\$116.78	6,871
CDL Renewal	DMV2U	\$104.00	\$90.50	\$51.60	4,380
CDL Skills Test	FO	\$145.00	\$131.00	\$591.27	231
CDL Skills Test	3rd Party	~\$225.00	\$0.00	\$8.23	6,174
CDL Knowledge Tests (total)	FO	\$10.00	\$3.00	\$35.50	89,027

Note: The student driver training fund fee of \$6.00 is included in Consumer Fee.

Service Channel: FO=Field Office, DMV2U=online, 3rd Party=External Service Provider

Motorcycle Endorsement	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
Original Motorcycle Endorsement	FO	\$98.00	\$60.00	\$87.48	10,018
Original REAL ID Motorcycle Endorsement	FO	\$128.00	\$90.00	\$99.66	8,884
Original Motorcycle Instr. Permit	FO	\$30.00	\$25.00	\$85.33	1,460
Original REAL ID Motorcycle Instr. Permit	FO	\$60.00	\$55.00	\$97.63	1,294
MC Instruction Permit Renewal	FO	\$26.00	\$26.00	\$76.89	390
MC REAL ID Instruction Permit Renewal	FO	\$56.00	\$56.00	\$80.61	347
MC Instruction Permit Renewal	DMV2U	\$26.00	\$26.00	\$42.15	221

NOTE: The motorcycle safety fund fee of \$38.00 is included in original Consumer Fee. The fee is \$28.00 when renewing endorsement with driver license.

Service Channel: FO=Field Office, DMV2U=online.

Identification (ID)	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
Original ID Card	FO	\$47.00	\$36.00	\$41.49	57,824
Original REAL ID Card	FO	\$77.00	\$66.00	\$47.10	51,278
ID Card Renewal	FO	\$43.00	\$32.00	\$31.19	16,332
REAL ID Card Renewal	FO	\$73.00	\$62.00	\$34.32	14,483
ID Card Renewal	DMV2U	\$43.00	\$32.00	\$11.54	9,205
ID Card Replacement	FO	\$40.00	\$30.00	\$42.38	34,815
REAL ID Card Replacement	FO	\$70.00	\$60.00	\$43.01	30,874
ID Card Replacement	DMV2U	\$40.00	\$30.00	\$9.81	8,835

Service Channel: FO=Field Office, DMV2U=online.

Driver Sanctions	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
All Hardship/Probationary Permits	FO	\$75.00	\$75.00	\$118.24	6,922
Hardship/Probationary Permits Renewal	FO	\$54.00	\$48.00	\$121.99	260
Reinstatements	FO	\$85.00	\$85.00	\$244.52	23,277
Reinstatements	DMV2U	\$85.00	\$85.00	\$59.92	62,935

Service Channel: FO=Field Office, DMV2U=online.



Beaverton DMV lobby.

Figure 9: DMV Vehicle products with Lowest Fee to Cost Ratio via field office or mailed to DMV headquarters.

This figure identifies vehicle fees that recover the lowest percentage of costs. Percentage is based on services that are direct work done by field office or mailed in to headquarters.

Vehicle Products (All Delivery Channels)	Delivery Channel	Cost Recovery
Titles Only	Mail	15%
Salvage Titles	FO	20%
Expedited Titles-Non Dealer	FO	28%
Titles Only	DSC	28%
Replacement Plate(s) with stickers	FO	29%
Salvage Titles	Mail	30%
Titles Only	EVR	37%
VIN Inspection	FO	39%
Titles Only	FO	41%
Replacement Plate(s) with stickers	Mail	53%
Vehicle Plate Transfer	FO	56%
Trip Permits	FO	57%
Titles w/ Registration	Mail	61%
Titles w/ Registration	FO	87%
Vehicle Reg Renewal	FO	96%

Figure 10: Vehicle-related findings

Vehicle products and services are delivered to consumers through multiple service channels: 59 DMV Field Offices (FO), Department of Environmental Quality (DEQ) testing stations, mailed-in transactions (Mail) to DMV Headquarters, online through DMV2U, Oregon Dealer Services (ODS), Self-Serve Kiosks in stores (Kiosks) and Electronic Vehicle Registration (EVR). EVR is used by authorized dealers through a third party which process vehicle title and registration applications for DMV.

Vehicle Identification Inspection	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
VIN Inspection	FO	\$9.00	\$6.00	\$15.52	490,478

Service Channel: FO=Field Office (some VIN inspections are done by law enforcement)

Vehicle Registration Renewal	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
Vehicle Registration Renewal	DEQ	See table	\$30.00	\$7.81	675,658
Vehicle Registration Renewal	DMV2U	See table	\$30.00	\$7.29	1,253,677
Vehicle Registration Renewal	FO	See table	\$30.00	\$31.30	658,201
Vehicle Registration Renewal	Mail	See table	\$30.00	\$16.83	459,355
Vehicle Registration Renewal	Kiosks	See table	\$30.00	\$10.22	11,551
Vehicle Registration Renewal	DSC	See table	\$30.00	\$8.63	6,174

Vehicle registration tiered consumer fee listed below.

Service Channel: FO=Field Office, DMV2U=online, DSC=Dealer Service Center, DEQ=Department of Environment Quality, Kiosks=Self-Serve Kiosks in Stores

Types of vehicle registrations	Consumer Fee
Vehicle year is 1999 or older	\$126
Vehicle year 2000 or newer, has a combined rating of 0-19 MPG	\$126
Vehicle year 2000 or newer, has a combined rating of 20-39 MPG	\$136
Vehicle year 2000 or newer, has a combined rating of 40 MPG or higher and NOT enrolled in OreGo	\$216
Vehicle year 2000 or newer, has a combined rating of 40 MPG or higher and is enrolled in OreGo	\$86
Vehicle is all electric vehicle NOT enrolled in OreGo	\$376
Vehicle is all electric is in OreGo	\$86
Motorcycle or Moped	\$88

Recreational vehicles are charged the \$126 consumer fee plus additional cost by length.

** OReGO is a road usage charge program where customers pay for miles driven, instead of the per-gallon gas tax. If customers enroll in [OReGO](#), the registration fee is \$86 (doubled if new vehicle). If they leave the OReGO program prior to the end of the registration period, DMV will bill them for the full registration fee.

Vehicle titles have tiered consumer fees based on vehicle type as listed below.

Vehicle Titles	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
Titles Only	FO	See table	\$10.00	\$24.54	410,312
Titles Only	Mail	See table	\$10.00	\$64.90	173,553
Titles Only	DSC	See table	\$10.00	\$35.14	58,225
Titles Only	EVR	See table	\$10.00	\$27.16	158,699
Salvage Titles	FO	\$27.00	\$10.00	\$51.19	1,187
Salvage Titles	Mail	\$27.00	\$10.00	\$32.97	121,838
Expedited Titles-Non Dealer	FO	\$10.00	\$10.00	\$35.23	1,781
Expedited Titles-Dealers	Mail/DSC	\$100.00	\$100.00	\$48.55	8,145

Service Channel: FO=Field Office, Mail=sent to DMV headquarters, DSC=Dealer Service Center, EVR=Electronic Vehicle Registration

Title Fees Passenger vehicles and trucks (26,000 pounds GVWR or less)	Consumer Fee
Vehicle year is 1999 or older	\$101
Vehicle year 2000 or newer, has a combined rating of 0-19 MPG	\$101
Vehicle year 2000 or newer, has a combined rating of 20-39 MPG	\$106
Vehicle year 2000 or newer, has a combined rating of 40 MPG or higher	\$116
Vehicle is all electric	\$192
Light Trailers, Travel Trailers, Motorcycles, Mopeds, Motor Home, Park Models	\$101
Heavy Vehicle Title*	\$90

*Motor vehicles with a gross vehicle weight rating (GVWR) over 26,000 pounds and trailers with a loaded weight over 8,000 pounds, excluding motor homes, special use trailers, and travel trailers.

Vehicle Title with Registration The combination of vehicle title with vehicle registration is a lower cost combination of transactions and is mostly done with vehicles sales or vehicles new to Oregon. New vehicles typically have a four-year registration. Consumer fees are title and registration cost combined.

Vehicle Titles with Registration (4 year for new vehicles)	Service Channel	Consumer Fee	Base Fee	Cost per Transaction 2026	Actual 23-25 Volume
Titles with Registration	FO	See above	\$40.00	\$46.05	533,075
Titles with Registration	Mail	tables for	\$40.00	\$65.46	65,971
Titles with Registration	DSC	Title &	\$40.00	\$35.70	89,299
Titles with Registration	EVR	Registration	\$40.00	\$27.68	458,693

Service Channel: FO=Field Office, Mail=sent to DMV headquarters, DSC=Dealer Service Center, EVR=Electronic Vehicle Registration

Temporary Registration (No-fee but will be issued for use while waiting for registration and plates.)

<i>Temporary Registration</i>	<i>Service Channel</i>	<i>Consumer Fee</i>	<i>Base Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Temporary Registration-each	Business Reg	\$0.00	\$0.00	\$2.12	144,400
Temporary Registration	Mail	\$0.00	\$0.00	\$8.89	9,088
Temporary Registration	FO	\$0.00	\$0.00	\$34.45	55,353
Temporary Registration	DSC	\$0.00	\$0.00	\$8.01	1,460

Service Channel: FO=Field Office, Business Reg=Business Regulation Unit, Mail=sent to DMV headquarters, DSC=Dealer Service Center, EVR=Electronic Vehicle Registration

Vehicle plate transfer records the move of a license plate from one vehicle to another vehicle.

Transfers entail moving Oregon plates onto another vehicle. Customers also pay the registration/county fees if they do not own the vehicle the plates were removed from.

<i>Vehicle Plate Transfer</i>	<i>Service Channel</i>	<i>Consumer Fee</i>	<i>Base Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Vehicle Plate Transfer	FO	\$30.00	\$30.00	\$53.56	43,614
Vehicle Plate Transfer	DSC	\$30.00	\$30.00	\$4.69	15,334
Vehicle Plate Transfer	Mail	\$30.00	\$30.00	\$18.92	5,525
Vehicle Plate Transfer	EVR	\$30.00	\$30.00	\$3.84	102,394

Service Channel: FO=Field Office, DSC=Dealer Service Center, Mail=sent to DMV headquarters, EVR=Electronic Vehicle Registration

Replacement Fees (Plates with stickers)

<i>Plate Replacement</i>	<i>Service Channel</i>	<i>Consumer Fee</i>	<i>Base Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Replacement Plate(s) with stickers	FO	\$12 + plate fee	\$12.00	\$41.48	96,246
Replacement Plate(s) with stickers	DMV2U	\$12 + plate fee	\$12.00	\$8.02	61,320
Replacement Plate(s) with stickers	Mail	\$12 + plate fee	\$12.00	\$22.83	5,667
Replacement Plate(s) with stickers	EVR	\$12 + plate fee	\$12.00	\$6.22	342
Replacement Plate(s) with stickers	DSC	\$12 + plate fee	\$12.00	\$10.16	3,286

Service Channel: FO=Field Office, DMV2U=online, Mail=sent to DMV headquarters, DSC=Dealer Service Center, EVR=Electronic Vehicle Registration

Trip permit consumer fees based on vehicle type listed below.

<i>Light Vehicle Trip Permits</i>	<i>Service Channel</i>	<i>Consumer Fee</i>	<i>Base Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Trip Permits	FO	See table below	\$20.00	\$34.93	159,383
Trip Permits	DMV2U		\$20.00	\$3.03	35,340
Trip Permits	Agents		\$20.00	\$0.13	670,425
Trip Permits	DMV2U-Dealer		\$20.00	\$2.94	65,460

Service Channel: FO=Field Office, DMV2U=online, Agents=External Service Provider, DSC=Dealer Service Center, DMV2U=Dealer Portal

Consumer fee for trip permits

<i>Trip Permits Current Fee</i>	<i>Fee</i>
Light Vehicle Trip Permit - 21 Days	\$35
Heavy Motor Vehicle Trip Permit - 10 Days	\$43
Heavy Trailer Trip Permit - 10 Days	\$10
Recreational Vehicle Trip Permit - 1 to 10 Days	\$35
Registered Vehicle Trip Permit - 10 Days	\$7.50
Registration Weight Trip Permit - 10 Days	\$5

Sno-Park permits support the maintenance of winter recreational areas. DMV receives an administrative fee intended to cover DMV operations, but this is still lower than cost.

<i>Sno-Park Permits</i>	<i>Service Channel</i>	<i>Consumer Fee</i>	<i>Base Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Sno-Park Permits (1 day, 3 day, annual)	FO	\$4, \$9, \$25		\$9.58	1,051
Sno-Park Permits (Annual only)	DMV2U	\$25.00		\$7.22	29,721
Sno-Park Permits (1 day, 3 day, annual)	Agents	\$4, \$9, \$25		\$0.43	251,625

Service Channel: FO=Field Office, DMV2U=online, Agents=retail location
Agents buy permits in books of 25 - this is individual cost. Permits not sold by agents are returned for refund.

Consumer fee for Sno-Park permits

<i>Sno-Park Permit Current Fee</i>	<i>Fee</i>
Sno-Park Permit - Daily	\$4
Sno-Park Permit - 3 Day	\$9
Sno-Park Permit - Annual	\$25
Snowmobile Trip Permit - 60 Days (non-residents only)	\$7

Figure 11: Record Services

Most Record Services fees are 30 or more years old. Any person ordering DMV records must qualify to receive the information under ORS 802.175 - 802.191. If the customer doesn't qualify, DMV will deny the request and return payment to the requestor. See [OAR 735-10-030](#) and [OAR 735-10-040](#) for information on the fees. The records are requested through multiple channels: 59 field office locations throughout the state, mailed into DMV headquarters, and online through [DMV2U](#).

DMV2U – the first table item is automatically generated by the OLIVR system. Other lines require manual work on the part of DMV staff.

Record Services - DMV2U	Service Channel	Base/ Consumer Fee	Date last changed	Cost per transaction 2026	Actual 23-25 Volume
DMV2U- Automated- no manual work		varies		\$1.96	2,321,953
DMV2U- Vehicle Sold Indicator		\$4.00	1990	\$31.58	838
DMV2U- Vehicle Sold Indicator w/Buyer Info		\$4.00	1990	\$31.58	13,732
DMV2U- Vehicle Title History		\$22.50	1990	\$31.58	945
DMV2U-CC - Certification (Driver/Vehicle)		\$1.00	1986	\$2.89	547
DMV2U-CS - Suspension Packet		\$11.50	1990	\$20.15	2,700
DMV2U-Dealer Stock		\$4.00	1990	\$31.59	997
DMV2U-DH -Driver License/ID Card Application History		\$17.50	1990	\$10.18	108
DMV2U-DP - Miscellaneous Driver Document Copy		\$4.00	1990	\$31.56	226
DMV2U-II - Driver Insurance Info Search		\$10.00	1990	\$8.68	419
DMV2U-PA -Police Traffic Crash Report		\$8.50	1990	\$13.67	2,237
DMV2U-RP- Purged Driver Info		\$1.50	1987	\$22.74	874
DMV2U-II Vehicle Insurance Info Search		\$10.00	1990	\$8.70	843
DMV2U-VO - Previous Owner		\$14.00	1990	\$36.68	539
DMV2U-VP - Miscellaneous Vehicle Document		\$4.00	1990	\$31.69	6,784
DMV2U -- Unable to locate driver record		\$0.10	2020	\$34.81	310
DMV2U -- Unable to locate vehicle record		\$0.10	2020	\$34.81	786

Field Office request- first item is completed by field staff. Other lines require manual work.

<i>Record Services - Field Office</i>	<i>Base/ Consumer Fee</i>	<i>Date last changed</i>	<i>Cost per transaction 2026</i>	<i>Actual 23-25 Volume</i>
Field Office-Record Request/view/print	\$4.00	1990	\$20.12	37,412
Field Office-CC - Certification	\$1.00	1986	\$4.60	282
Field Office-DH-DL/ID card Application history	\$17.50	1990	\$27.98	109
Field Office-DP - Misc Driver	\$4.00	1990	\$49.35	116
Field Office-Oregon Traffic Accident and Insurance Information	\$12.50	1990	\$38.86	123
Field Office-PA - Police Traffic Crash Report	\$8.50	1990	\$31.44	133
Field Office-RP - Purged Driver Record Info	\$1.50	1987	\$40.52	97
Field Office-VH - Vehicle Title History	\$22.50	1990	\$90.31	62
Field Office-VP - Miscellaneous Vehicle Document	\$4.00	1990	\$49.36	1,598

Mailed in request- first item is manual entry of request that is sent out either electronically or mailed automatically by OLIVR. Other lines require manual work by DMV staff to complete.

<i>Record Services - Mail and Fax</i>	<i>Base/ Consumer Fee</i>	<i>Date last changed</i>	<i>Cost per transaction 2026</i>	<i>Actual 23-25 Volume</i>
Mail-Fax-Record Request Entry			\$8.07	7,184
Mail-Fax - DP - Misc Driver	\$4.00	1990	\$37.29	113
Mail-Fax - VP Miscellaneous Vehicle Document	\$4.00	1990	\$37.31	1,624
Mail-Fax - Motor Carrier Packet	\$5.00	n/a	\$8.58	132
Mail-Fax - Police Traffic Crash Report	\$8.50	1990	\$19.40	769
Mail-Fax - Vehicle Previous Owner Info	\$22.50	1990	\$42.29	55
Mail-Fax - VP Vehicle Record Print	\$4.00	1990	\$37.31	1,517
Mail-Fax- Suspension Packet	\$11.50	1990	\$25.86	74
Mail-Fax- DU -Unable to locate driver record	\$1.50	1990	\$40.54	92
Mail-Fax- Unable to locate vehicle record	\$1.50	1990	\$40.54	265
Mail-Fax- Vehicle Sold Indicator w/Buyer Info	\$4.00	n/a	\$0.00	-
Mail-Fax- VH Vehicle Title History	\$22.50	1990	\$37.31	374
Mail-Fax-CC - Certification	\$1.00	1986	\$2.22	13
Mail-Fax-DH Driver License/ID Card Application History	\$17.50	1990	\$15.91	70
Mail-Fax-II-Vehicle Insurance Info Search	\$10.00	1990	\$14.43	150

Mailed-in request from Record Inquiry Account (RIA) holders. The first item is manual entry of request that is sent out either electronically or mailed automatically by OLIVR. Other lines require manual work by DMV staff to complete.

<i>Record Services - Mail RIA</i>	<i>Base/ Consumer Fee</i>	<i>Date last changed</i>	<i>Cost per transaction 2026</i>	<i>Actual 23-25 Volume</i>
Mail-RIA - Mailed in request (file sent electronically via secure service)			\$8.07	43,685
Mail-RIA - DP - Misc Driver	\$4.00	1990	\$37.29	359
Mail-RIA- Law Enforcement Photo Request	\$9.00	n/a	\$70.55	236
Mail-RIA- Oregon Traffic Accident and Insurance Information	\$12.50	1990	\$26.80	300
Mail-RIA- PDPS NDR Air Carrier	\$2.00	n/a	\$12.29	29,547
Mail-RIA- PDPS NDR Driver Employer	\$2.00	n/a	\$12.29	162
Mail-RIA- PDPS NDR Railroad Workers	\$2.00	n/a	\$12.24	1,776
Mail-RIA- PL - Photo Lineup	\$9.00	n/a	\$70.55	207
Mail-RIA-- Unable to locate driver record	\$1.50	1990	\$40.54	1,800
Mail-RIA- Unable to locate Police Traffic Crash Report	\$1.50	1990	\$40.54	25
Mail-RIA- Unable to locate vehicle record	\$1.50	1990	\$40.54	308
Mail-RIA-- Vehicle Sold Indicator	\$4.00	n/a	\$37.31	52
Mail-RIA- Vehicle Sold Indicator w/Buyer Info	\$4.00	n/a	\$37.31	24
Mail-RIA- Vehicle Title History	\$22.50	n/a	\$37.31	258
Mail-RIA -VP - Miscellaneous Vehicle Document	\$4.00	1990	\$37.22	757
Mail-RIA-CC - Certification	\$1.00	1986	\$2.22	26
Mail-RIA-CS - Suspension Packet	\$11.50	1990	\$25.86	2,977
Mail-RIA-DH Driver License/ID Card Application History	\$17.50	1990	\$15.91	33
Mail-RIA-HT - Hearing Tape	\$6.00	1999	\$34.09	41
Mail-RIA-II - Insurance Info Search	\$10.00	1990	\$14.43	16
Mail-RIA-PA - Police Accident Report	\$8.50	1990	\$19.38	15,450
Mail-RIA-RP- Purged Driver Info	\$1.50	1987	\$28.47	342
Mail-RIA-II-Vehicle Insurance Info Search	\$10.00	1990	\$14.43	439
Mail-RIA--VO - Previous Owner	\$14.00	1990	\$42.29	205

Figure 12: Business Regulation

Business Regulation costs include the Business Licensing, Compliance and Investigations units.

The Business Licensing Unit issues business certificates (licenses) to the following regulated businesses:

- Vehicle Dealers
- Dismantlers
- Vehicle Transporters
- Vehicle Appraisers
- Snowmobile Instructors
- RV Show Organizers

The Compliance and Investigations Unit focuses on regulating dealer and dismantler businesses. Their main purpose is to:

- Check for compliance with the Oregon Vehicle Code
- Conduct inspections
- Review vehicle records
- Review of complaints
- Investigate possible violations which may result in civil penalties and sanctions
- Investigate unlicensed dealers ("curbers") and dismantlers
- Provide educational visits related to vehicle laws, rules and policies

<i>Business Regulation Original Applications</i>	<i>Base/ Consumer Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Type 1 (new/franchised) Dealers License (3 yr)	\$1,188.00	\$3,176.83	32
Type 1 (non-franchised/used) Dealers License (3 yr)	\$1,188.00	\$3,176.83	266
Type II (motorcycle/moped/snowmobile) Dealers Lic (3 yr)	\$1,188.00	N/A	-
Primary Dismantler Business Location (1 yr)	\$1,000.00	\$3,864.59	29

<i>Business Regulation Renewal Applications</i>	<i>Base/ Consumer Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Type 1 (new/franchised) Dealers License (3 yr)	\$1,175.00	\$3,111.10	279
Type 1 (non-franchised/used) Dealers License (3 yr)	\$1,175.00	\$3,111.10	895
Type II (motorcycle/moped/snowmobile) Dealers Lic (3 yr)	\$1,175.00	\$1,341.48	21
Primary Dismantler Business Location (1 yr)	\$1,000.00	\$3,854.05	106

<i>Business Regulation Supplemental Locations</i>	<i>Base/ Consumer Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Type 1 (new/franchised) Dealers License (3 yr)	\$350.00	\$2,868.99	125
Type 1 (non-franchised/used) Dealers License (3 yr)	\$350.00	\$2,868.99	81
Type II (motorcycle/moped/snowmobile) Dealers Lic (3 yr)	\$350.00	N/A	-
Primary Dismantler Business Location (1 yr)	\$1,000.00	\$1,338.91	65

<i>Business Regulation-Transporter & Vehicle Appraiser</i>	<i>Base/ Consumer Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Transporter Certificate (3 yr)	\$450.00	\$409.46	25
Renewal-Transporters (3 yr)	\$450.00	\$409.46	65
Vehicle Appraiser Certificate	\$100.00	\$254.41	131

<i>Business Regulation-Dealer Plates</i>	<i>Base/ Consumer Fee</i>	<i>Cost per Transaction 2026</i>	<i>Actual 23-25 Volume</i>
Dealer Plate Type I Original/additional	\$55.00	\$26.31	2,866
Dealer Plate Type I Renewal	\$42.00	\$27.04	7,212
Dealer Plate Type II (Motorcycles/mopeds/snowmobiles) Original	\$55.00	\$26.31	13
Dealer Plate Type II (Motorcycles/mopeds/snowmobiles) Renew	\$42.00	\$27.04	82
Replacement Sticker	\$23.00	\$24.21	96
Type 1 Dealer Replacement Plate	\$55.00	\$24.20	12
Correct Dealer/Rebuilder Certificate	\$30.00	\$66.25	535

ADDITIONAL INFORMATION

Figure 13: 2023-25 DMV Revenue Transfers

Distribution of DMV revenues. Administrative cost retained by DMV is not deducted.

DMV Portion of Revenue Transfers		
Transfer to ODOT:	2023/25	Purpose for Distribution
Highway Fund	\$ 159,244,003	State share of Highway Fund (HF)
Winter Recreation (Sno-Park)	\$4,321,335	Sno-Park Permit revenue collected for snow removal
Transportation Safety	\$5,718,404	Student Driver Training Fund, Motorcycle Safety, Safety Operations
Transportation Operating Fund	\$39,702,445	Senior and Disabled Transit program, Business Regulation administration and REAL ID program administration.
Rail Transportation	\$8,896,780	Custom Plates Revenue
Central Services Division	\$81,471,612	Central Services Assessment ODOT & DAS
Debt Service	\$164,578,689	Debt Service due to OTIA, JTA, HB2017
ODOT Total:	\$463,933,268	
Transfer to Others:	2023/25	Purpose for Distribution
To Cities	\$116,481,366	Highway Fund Distribution
To Counties	\$155,886,951	Highway Fund Distribution
County Registration Fee	\$121,534,459	Multnomah, Washington, and Clackamas
Parks & Recreation Dept.	\$38,696,052	Recreational Vehicle Revenues
Special Plates (all)	\$15,724,629	Specialty Plates Revenue
Outside Entities Total:	\$448,323,457	
Total Transfers out from DMV Revenue:	\$912,256,725	

Figure 14: Vehicle and Driver Fee Increases since 2001

See Legislative Fee History for details on program fee legislation.

Description	Current Base Fee	OTIA III Increment	JTA Increment	HB2017 (2017)	Current Total Fee
Class C Knowledge Test	\$2.00	\$5.00			\$7.00
Class C Skills Test	\$36.00	\$9.00			\$45.00
Non-Commercial Instruction Permit Original	\$25.00	\$5.00			\$30.00
Original CDL	\$140.00	\$20.00			\$160.00
CDL-Commercial Driver Certificate of Exam Completion	\$33.00	\$7.00			\$40.00
CDL Knowledge Test	\$3.00	\$7.00			\$10.00
CDL Renewal (in addition to the Class C base fees)	\$84.50	\$13.50			\$98.00
CDL Skills Test	\$131.00	\$14.00			\$145.00
Original Commercial Driver License (CDL) Permit	\$40.00	\$0.00			\$40.00
Original Motorcycle Instruction Permit	\$25.00	\$5.00			\$30.00
Plate - Custom (per year registration)	\$25.00		\$25.00		\$50.00
Plate Manufacturing Fee (Pair)	\$6.00		\$20.00		\$26.00
Plate Manufacturing Fee (Single)	\$3.00		\$10.00		\$13.00
Registration-Vehicle year is 1999 or older	\$30.00	\$24.00	\$32.00	\$40.00	\$126.00
Registration-Vehicle year 2000 or newer, has a combined rating of 0-19 MPG	\$30.00	\$24.00	\$32.00	\$40.00	\$126.00
Registration-Vehicle year 2000 or newer, has a combined rating of 20-39 MPG	\$30.00	\$24.00	\$32.00	\$50.00	\$136.00
Registration-Vehicle year 2000 or newer, has a combined rating of 40 MPG or higher and NOT enrolled in OreGo	\$30.00	\$24.00	\$32.00	\$130.00	\$216.00
Registration-Vehicle is all electric and NOT enrolled in OreGo	\$30.00	\$24.00	\$32.00	\$290.00	\$376.00
Title-Vehicle year is 1999 or older	\$30.00	\$25.00	\$22.00	\$24.00	\$101.00
Title-Vehicle year 2000 or newer, has 0-19 Combined MPG	\$30.00	\$25.00	\$22.00	\$24.00	\$101.00
Title-Vehicle year 2000 or newer, has 20-39 Combined MPG	\$30.00	\$25.00	\$22.00	\$29.00	\$106.00
Title-Vehicle year 2000 or newer, has 40+ Combined MPG	\$30.00	\$25.00	\$22.00	\$39.00	\$116.00
Title-Electric Vehicle	\$30.00	\$25.00	\$22.00	\$115.00	\$192.00
Title-Vehicle- Salvage	\$10.00	\$7.00	\$10.00		\$27.00
VIN Inspection	\$6.00	\$3.00			\$9.00
Trip Permit-Light Vehicle - 21 Days	\$20.00		\$10.00	\$5.00	\$35.00
Trip Permit Recreational Vehicle- 1 to 10 Days	\$30.00			\$5.00	\$35.00
Trip Permits - Dealer/ Tower		\$7.50	\$7.50		\$15.00

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

LEGISLATIVE FEE HISTORY

Figure 15: Decisions made during Legislative Sessions in 2001, 2002, 2003, 2009, 2017, 2021, and 2023 have impacted DMV fees and revenue (see Figure 14):

- **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 titles, 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. All revenue from this bill is dedicated to projects and programs and does not apply to DMV base cost.
- **HB 4062 (2018 Session)**
 Small adjustments to business regulation fees for a self-supporting program, and to some driver fees for consistency.
- **HB 3026 (2021 Session)**
 Waives the fee for an ID card issuance and renewal, and up to two replacements per renewal cycle, for individuals experiencing homelessness, if certification of homelessness is received by a participating nonprofit organization.
- **HB 2021 (2023 Session)**
 Increased some base fees on some driver fees and plate transfers.

Further Information

[2026 Oregon DMV Cost of Services Study](#)

[2024 Oregon DMV Cost of Services Study](#)

[2022 Oregon DMV Cost of Services Study](#)

[2019 Oregon DMV Cost of Services Study](#)

[2016 Oregon DMV Cost of Services Study](#)

[2015 Oregon DMV Cost of Services Study](#)

[2013 Oregon DMV Cost of Services Study](#)

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