

July 26, 2018
 9:00 a.m. to Noon
 DMV HQ
 Conference Room 382

ODAC

Oregon Dealer Advisory Committee

Presiding Chair: Susan Thayer, Chair

<u>Agenda Items</u>	<u>Sponsor</u>	<u>Time Allocated</u>
1. Call to Order / Roll Call / Welcome Guests	Susan	9:00 – 9:10
2. Approval of April 26, 2018 Meeting Minutes	All	9:10 – 9:15
3. ODOT's OReGO Program / Update on Road User Charge - Maureen Bock, OReGO Program Manager	Judith	9:15 – 9:45
4. Service Transformation Program / News & Update - Karen McCarty, STP Business Manager	Judith	9:45 – 10:15
5. Zombie Towing & Stakeholder Proposal (2019) - Mike Wagner, OR Tow Truck Assn / Amy Joyce, ODOT Legislative Liaison	Judith	10:15 – 10:30
6. Break	All	10:30 – 10:50
7. Business Regulation Section / DMV Report - Dealer Investigations Update • Dealer Investigator New Hire • AAMVA Internet Vehicle Sales Working Group - Update - Licensing Update	Larry and Judith	10:50 – 11:20
8. Announcements / Roundtable - Please share information that may relate to ODAC	All	11:20 – 12:00
9. Adjournment	All	12:00

Date of next regularly scheduled meeting: October 26, 2018

Accommodations will be provided to persons with disabilities, and alternate formats of printed material are available upon request. Please call (503) 986-4188 (or statewide relay 7-1-1) at least 48 hours prior to the meeting. Questions about the meeting in general? Please call Judith Moore at 503-945-5283.



Oregon Dealer Advisory Committee Meeting Minutes

July 26, 2018
9:00 AM to Noon
DMV HQ - Rm. 382

Chairperson: Susan Thayer

Members Present:			DMV Representatives Present:
Susan	Thayer	Office Management Rep	<i>Tom McClellan - DMV Administrator</i> <i>Linda Beuckens - Program Services Manager</i> <i>Judith Ingram Moore - Bus. Reg./Fraud Prevention Mgr.</i> <i>Larry Purdy - Chief of Investigations</i> <i>Courtney Wimberly - Bus. Reg/Fraud Prevention Coord.</i>
Dale	Geiger	General Public Representative	
Mike	Wagner	Tow Representative	
Jeff	Helget	Dismantler Representative	
Robert	Lanphere Jr.	New Dealer Representative	
Shannon	Nill	New Dealer Representative	Members Absent:
Scott	Short	Used Dealer Representative	<i>Mary Ann Trout – Dismantler Representative</i> <i>Roger Kirschner – RV Representative (excused)</i>
Jose	Pinomesa	Used Dealer Representative	
Gary	Sargent	Power Sports Representative	
Alex	Fraser	Auction Representative	Guests:
			<i>Kyle Haugan-Walker – VITU</i> <i>Teri Medina – VITU</i> <i>Kendra Mervine – New Car Dealer</i> <i>Amy Joyce – ODOT Government Relations</i> <i>Maureen Bock – OreGO Program Manager</i> <i>Karen McCarty – STP Business Manager</i> <i>Sonya McIntosh – DMV Field Services</i>
Industry Association Representatives Present			
Monty	King	OVDA (via phone)	
Greg	Remensperger	OADA	
Diane	Sparks	OIADA	

Call to Order /Roll Call

Susan/Judith

Susan Thayer called the ODAC meeting to order at 9:07 am. Ten members were present to make a quorum.

Approval of April 26, 2018 meeting minutes

ODAC Members

Susan asked if everyone received the minutes and if there were any edits or questions. Robert Lanphere Jr. moved to pass the minutes. Gary Sargent seconded the minutes. Minutes approved.

ODOT's OReGO Program / Update on Road User Charge

Maureen Bock

Maureen Bock, OreGO Program Manager, spoke about Oregon's Road Usage Charge Program that launched July 1, 2015. Oregonians can now sign up to participate by visiting MyOReGO.org to enroll.

OReGO volunteers pay a road usage charge for the amount of miles they drive on public roads in Oregon. The road usage charge is set at 1.7 cents per mile. Volunteers receive credits on their bill for the fuel tax they pay at the pump. The current version of OreGO is limited in statute to 5,000 cars and light-duty commercial vehicles.

As a result of the passage of House Bill 2017 (2017), the volunteer program is able to expand to allow fully electric vehicles enrolled in OReGO to be exempt from paying DMV enhanced registration fees. The base pay will still be a requirement.

Maureen mentioned that the Road Usage Fee Task Force meetings are open to the public. ODOT is looking at interoperability with other states' programs. There are several pilot programs across the nation. Maureen responded to questions about data security. Data is not in the state's (ODOT) possession, and personal information for volunteers in the program is not available to ODOT.

Service Transformation Program / News & Updates

Karen McCarty

Karen McCarty, Service Transformation Program (STP) Business Manager, gave a quick update regarding future system changes. Things will be a little different in the future for dealer work. Karen explained that once implementation of the new vehicle registration system starts on January 22, 2019, DMV employees will be entering vehicle data at field offices instead of sending transactions to HQ for entry. She encouraged dealers to use Electronic Vehicle Registration (EVR) to process their transactions in a timelier manner. For those who don't use EVR, dealers will still be able to drop off their vehicle transaction paperwork at DMV field offices or dealer processing centers. The DMV Title and Registration Handbook, Chapter R (Dealers) states dealers can wait in line like other customers if they have five or fewer transactions that they want processed at that time. Initially, when the new system goes live, it could take more time to get dealer transactions completed at field offices. Although Chapter R encourages dealers to limit the packages to 10 transactions per check, Karen suggested that Dealers can help by submitting no more than five transactions per check. Anything more than that will be a little more difficult to work when non-dealer customers are waiting in line. Karen said they are looking at other ways that can help speed up the process and in the future STP will be working with a dealer focus group to discuss the details.

Dealers will have the ability to electronically submit Notice of Vehicle Sale and Notice of Purchase (forms 735-165 and 735-6890). They can create a running list for the forms throughout the day and then upload their list at the end of the day to DMV. DMV will verify that the vehicle has an Oregon VIN and alert the dealer if it does not. DMV will automatically place an indicator on the record.

Karen also shared that STP took the feedback from ODAC and acted on their motion to provide an electronic, print-on-demand trip permit. Monty asked if the trip permits will be limited to the 21-day permit, or if the 10-day permit would also be available. Karen said that the 21-day permits would be available. She checked after the meeting about the 10-day permit. It will also be available electronically following the same rules for permissions that are in place today.

Zombie Towing & Stakeholder Proposal (2019)

Mike Wagner / Amy Joyce

Amy Joyce and Mike Wagner spoke about specific motor homes that are referred to as Zombie RV's. Amy mentioned DOJ held meetings on this issue that she (ODOT) attended, as well as legislative counsel, and towing and RV industry representatives, in order for DOJ to submit a

legislative concept for the 2019 session that would create a fund to reimburse towers who remove Zombie RV's from public property. This would be similar to a Washington law that takes effect May 1, 2019.

Mike said a lot of times when a tow company is called out to tow an RV, it's in pretty bad shape. The inside of the RV may be full of feces, the front end will be hanging off, and in some circumstances HAZMAT needs to be called. Often times due to the smell, tow companies don't want to tow it. Most RV's are found unfixable with malfunctioning waste systems. Most Zombie RV's can be described as drug houses, dripping motor oil, and strewn with used needles.

Oregon State Police maintains a Law Enforcement list of tow companies to contact when vehicles need towing from public right-of-way. In order for tow companies to stay on the list, each company must take the call and tow what's at the scene. The Portland area is so bad, some companies are refusing to tow, which in the end gets them removed from the list. This is a societal issue, and we do not want tow companies to decline from the tow list.

Owners of Zombie RV's usually face financial hindrance in getting rid of it. Often, the legal owners give the RVs to people living on the streets for free or minimal cost because of the burden of getting rid of it themselves. RV owners are faced with the option of keeping the RV in their possession, and pay a significant price to dispose of it, or give it away. The amount of time it takes to disassemble an RV to get to any part that may be worth money in scrap, usually outweighs the money amount.

Shannon stated he represented himself and Roger Kirschner with their concern that to create the fund there would be additional fees on the registration of RVs. Discussion ensued that perhaps the fee would be on subsequent and not the initial registration of RVs. In Washington, the abandoned recreational vehicle disposal fee is \$6.

Business Regulation Section / DMV Report

Larry / Judith

Larry Purdy provided an update on the activities of the unlicensed dealer Investigator, and commended the Investigator on their performance. Unlicensed penalties have increased significantly and several of the individuals cited have since applied for and received dealer certificates. The presentation generated discussion about unlicensed activity in general and how public auctions are one of the prominent sources of vehicles for unlicensed dealers.

Larry explained that he was unable to fill the existing Investigator vacancy in Portland with the current candidate pool, so he has re-opened the posting to augment the pool. He said he is hoping to have the vacancy filled in September. In the interim, he has been divvying up dealer complaints among the other Investigators and is also handling some complaints himself.

Scott Short raised a concern with public (government) surplus/salvage and fleet vehicle auctions selling to the public who then immediately curb the vehicle. There was discussion of consideration for a mandatory title transfer to track the vehicles.

Larry also updated the group on the progress of the AAMVA Internet Vehicle Sales Working Group of which he is a member. He said the group is currently working through the best practices document they've assembled and are on track to have it completed by March 2019. The group will have another in-person meeting this fall and then a final meeting in early 2019. There are several areas where Larry believes Oregon can tighten up the regulations through administrative rule changes/additions.

Judith discussed information Department of Revenue provided her concerning DOR's implementation of HB 2017. Although two tax quarters have ended, the due date for the second-quarter returns is July 31st so DOR does not yet have numbers associated with those returns. The

chart from DOR shows an obvious gap between the number of registrants (448) and the number of returns filed (395) for first quarter. That gap is addressed through DOR enforcement efforts requesting those registrants to file a return and remit the tax due. It is common to have a lower compliance number at the beginning of a tax program as those required to report and remit become more familiar with the requirements and due dates. DOR expects to see the difference in numbers decline over the first few filing periods.

Judith briefed ODAC on the licensing totals handout showing the first 6 months of 2018 and the totals for 2017. In calendar 2018 there were 266 original applications received compared to 305 for all of 2017; and more renewals (365) in 2018 compared to 518 for 2017.

Announcements / Roundtable

All

At the April meeting, Val Schoenfeldt from the DMV Analysis Unit spoke about House Bill 4062, Section 10, and the changes to the plate transfer laws. Piggy-backing from that discussion, Jose Pinomesa had a situation where one of his customers wanted to transfer his custom plate from his own vehicle to a vehicle owned by his business.

Jose mentioned he spoke with the DMV Vehicle Policy Unit regarding the situation. Under current plate policy, custom configurations are not available for a new owner until thirty days after registration expiration. The only workaround for his situation was for the customer to remain on the title for his business vehicle so that the business and the customer were co-owners, which allowed him to transfer the plate and custom configuration as the same owner.

DMV is considering an amendment to the custom plate policy to allow custom configurations to be transferred with permission from the previous owner. The registration will still cease per statute when the new owner transfers the plate. Revising the policy will allow customers to use the configuration with no "hold time" after the registration expiration.

Meeting adjourned at 11:57 am.