



January 22, 2026
9:00 AM to Noon
Hybrid Meeting

Oregon Dealer Advisory Committee Meeting Minutes

Chair: Mike Wagner

Members Present:

Mike	Wagner	Tow Company Representative	Amy Joyce – DMV Administrator
Scott	Short	Used Dealer Representative	Linda Beuckens - Program Services Manager
Mathew	Casebeer	Dismantler Representative	Judith Moore - Business Regulation and Oregon Dealer Services Section Manager
Peter	Van Houton	Dismantler Representative	Katelyn Keefer - Operations & Policy Analyst
Kelly	Martin	At-Large Representative	Kelly Garcia – Compliance & Investigations Team Lead
Lori	Gill	Auction Representative	Torey McCullough – State Board of Towing Administrator
Gary	Sargent	Power Sports Representative	John Corbin – Compliance Specialist
Susan	Thayer	Office Management Representative	
Eric	Winston	New Dealer Representative	
Jeff	Mackie	Dismantler Representative	

Members Absent:

Angela	Donley	General Public Representative
Lisa	Larkin	RV Representative
Isabel	Cordova	General Public Representative
Bryan	Steward	Used Dealer Representative

Industry Association Representatives Present

Greg	Remensperger	OADA
Darrell	Fuller	OVDA, ORVDA, OPSA AAO, NATA
Janet	Chaney	Northwest Automotive Trades Association (NATA)

Call to Order /Roll Call**Mike**

Roll was called with 10 members present for a quorum. Susan Thayer was elected Vice Chair.

Approval of October 26, 2025 Meeting Minutes**ODAC Members**

Mike called the meeting to order. A motion was made to approve the minutes, which was seconded by another member. The minutes were approved unanimously.

HB 3991 Update/Budget Impacts**Amy Joyce**

Parts of the funding bill HB 3991 from the 2025 Legislative session will go to referendum in May or November. This includes proposed increases to the gas tax, title fee, base registration fee and a payroll tax. The tiered registration fee increases for EV's and high-MPG vehicles remain in effect and were not included in the referendum.

Amy added that the governor called for a repeal of the bill but Oregon's Legislative Counsel indicated that it is not possible until the referendum concludes.

In terms of budget for ODOT and DMV, the Oregon Transportation Commission is meeting today and will talk about actions to consider regarding ODOT's budget if funding issues are not resolved. ODOT is not filling over 400 position vacancies and significant layoffs could result without a budget package.

Gary Sargent suggested DMV expand their services to titling ATV's, off road motorcycles, and utility trailers. He highlighted issues with stolen vehicles and the need for proof of ownership. DMV could take in more revenue by titling ATVs. Amy said the industry could bring that suggestion forward.

2025 Legislative Session Letter Review**Katelyn Keefer**

Katelyn reviewed the 2025 Legislative Session letter which is posted on the Oregon Dealer Services section of the DMV website and was also sent to dealers on the E-Gov Delivery email list. Highlights included:

Registration fee increases from HB 3991 that were not part of the referendum are shown in Chapter M of the Oregon DMV Title and Registration Handbook.

Veteran Recognition Plates are now available for motorcycles and mopeds (SB 159).

HB 2559 allows DMV to accept a Summary of Benefits Letter from the US Department of Veterans Affairs as proof of veteran status.

HB 2660 provides for a new 30-day RV Trip permit which allows out-of-state customers to extend their stay in Oregon up to 30 days. The permit fee is \$70 and only 1 permit per vehicle is allowed.

Sections 51 and 52 of SB 840 allow Oregon dealers to issue a temporary registration permit for a vehicle subject to DEQ without proof of DEQ compliance.

If an Oregon Dealer uses Electronic Vehicle Registration (EVR) and they charge a document processing fee greater than \$200, they must provide their customer with the reason for the fee. The customer can then choose whether they want the dealer to use an integrator or not. SB 840 also prohibits the \$35 part of the document processing fee that goes to the integrator to be decreased. This fee can no longer be negotiated down.

Oregon dealers are required to conduct a vehicle record search using a National Motor Vehicle Title Information System (NMVTIS) or equivalent commercially available system before finalizing a vehicle sale.

SB 840 amended the threshold for towing and disposing of abandoned vehicles from an appraised value of \$500 to \$1,000.

Under section 24 of SB 840, DMV is required to immediately cancel a dismantler license if their zoning approval is revoked by the local government authority.

HB 2706 extended the dismantler license to 2 years from annually, increasing the application fee to \$1000 per location. Inspections are still conducted annually.

HB 2017 (2017 Legislative Session) Updates

Judith

Judith updated ODAC on the Vehicle Privilege & Use Tax. The privilege tax is imposed on Oregon vehicle dealers for the privilege of selling taxable motor vehicles in Oregon. Funds go to the Clean Vehicle Rebate Program and Connect Oregon. Vehicle Use Tax distributions go to the State Highway Fund.

Taxable motor vehicle:

- Purchased from a dealer;
- Purchased on or after January 1, 2018;
- Has been driven 7,500 miles or less;
- Has a gross vehicle weight rating of 26,000 pounds or less; and
- Has never been registered or titled in Oregon.

The Vehicle Use Tax:

- Use tax on taxable motor vehicles purchase outside of Oregon.
- Distribution goes to the State Highway Fund
- Tax rate is one half of 1 percent (0.005) of the retail price
- Purchaser is responsible for the payment of tax
 - Out-of-state vehicle dealers may collect, report, and remit Use Tax
 - If the dealer does not collect, then purchaser must report and remit tax within 30 days of the purchase.
- Certificate of tax paid sent by email
 - Certificate required for title and registration with DMV

Vehicle Privilege Tax distributions have increased from the 2019-20 fiscal year, from approximately \$27 million to approximately \$35 million received in the 2024-25 fiscal year. The Use Tax distribution for 2024-25 was a little over \$10 million. Any questions can be sent to Xann Culver, Business Division Policy Coordinator at the Oregon Department of Revenue, xann-marie.f.culver@dor.oregon.gov.

Erica Timm with the Oregon Department of Environmental Quality (DEQ) Clean Vehicle Rebate Program provided an update on the program for zero emission vehicle rebates.

There are two types of rebates.

- Standard Rebates
\$750 - \$2,500 rebate available to all Oregonians and is for new vehicles only.
- Charge Ahead Rebates
\$5,000 - \$7,500 rebate available based on income and available to both new and used vehicles

Both types of rebates are offered post-purchase and at point of sale. The program is funded by 45% of the Vehicle Privilege Tax.

Since inception of the program, over 41,000 rebates have been given with nearly \$135 million over the lifetime of the program.

DEQ is currently working on the 2025 Charge Ahead rebates. The program's website is being updated for the 2026 open period.

DEQ now has a Zero Emissions Rebate program for Oregon fleets with medium and heavy-duty vehicles. It is open now with \$17 million in total funding and rebates available from \$1,200 to \$120,000 depending on vehicle weight class. At least 40% of the rebates are for projects improving air quality in vulnerable areas affected by diesel pollution. Dalton Sheppard is the Zero Emissions rebate coordinator and can be contacted at Dalton.sheppard@deq.oregon.gov.

Peter Van Houton said, based on his experience, he believes the community is accepting the fleet program.

Greg Remensperger mentioned that Washington passed a luxury tax on vehicles where anything sold with a price over \$100,000 is taxed at 8%. He noted that Washington does not allow dealers to subtract the value of a trade-in vehicle, which is allowed in Oregon.

Dealer Auction Compliance Enforcement

Scott Short

Auctions in both Oregon and Washington send an affidavit in lieu of title instead of an actual title. Most states will not accept the affidavit for customers to title their vehicle. Scott is concerned that the auctions cannot be held accountable for this practice that impacts dealers' customers.

Kelly Garcia said auctions are still required to get the title to the customer. Unlike dealers that must provide an ownership document to customers within 30 days, auctions have 90 days to get the ownership document to their customer. DMV may impose a civil penalty on the auction after the 90-day period, but it also depends on the circumstances. Kelly encourages dealers to reach out to their compliance specialist when this happens.

Scott believes there is a disconnect between dealers having only 30 days to get the title to the customer when an auction is allowed 90 days. This can result in the dealer being noncompliant and subject to consumer advocate complaints.

Scott said auctions should have the same timeline as other dealers. Darrell Fuller said auctions advocated for this statutory change in 2019. Lori Gill provided her understanding of the background for that statute change and discussed Crosspoint's process for handling some of their Washington titled vehicles.

Darrell said that the associations he represents could address the issue in the 2027 session.

Business Regulation and Oregon Dealer Services

John/Katelyn/Judith

Compliance Specialist John Corbin presented a 2025 summary of dealer inspections and investigations. In the past few months, a significant volume of dealers has gone out of business without providing titles to customers. One dealer left 150 customers without a title.

2025 saw a reduction in civil penalties, sanctions and unlicensed civil penalties. John could not pinpoint a specific reason for it as there are many factors involved. Of 2,449 investigations and inspections in 2025, only 56 led to a civil penalty or a sanction. Not every investigation leads to DMV issuing a civil penalty or sanction.

Katelynn Keefer provided an update for Oregon Dealer Services (ODS) . She encouraged ODAC members to sign up to receive the ODS weekly report via email, which shows the submission dates currently being worked by ODS and the Dealer Service Centers. She added that closing the counters on Wednesday has helped ODS improve their processing times.

Judith reminded ODAC that it is the dealer's responsibility to make sure Business Licensing has their current bond and insurance on file. They should not rely on their bonding and insurance companies to update DMV with the current information.

Judith provided an update of proposed rule amendments for VIN inspections. ODAC members participated in a Rules Advisory Committee over a year ago. The rulemaking proposes to create two different levels of VIN Inspections:

- Standard – Which consists of verifying that the VIN on the door and dash match.
- Enhanced – Which requires a more in-depth review.

Based on input from the RAC, DMV plans to change their original proposal that would have expanded Oregon dealer authority to conduct VIN inspections on vehicles they do not sell.

Currently DMV is drafting rule changes, which do not include allowing vehicle dealers to conduct VIN inspections they are not selling. Alternatively, DMV will be proposing a VIN verifier program, where a third party could perform VIN inspections. DMV is also proposing to accept VIN inspections from other third-party VIN verifiers under agreement with other states.

Lori Gill said they have to refund the VIN inspection fee built into their system when they have to send customers to DMV to get the VIN Inspection and they are charged by DMV. She noted this appeared to be a change to previous DMV practice. Linda said she would look into it.

Announcements/Roundtable

ODAC

Katelynn announced that Auto Dealer Trading Association has applied to be an education provider for both pre-education and continuing education. ODAC approved to have the program emailed to each member for their review and vote on whether to approve it within 30 days. The email review by ODAC, based on current Oregon Government Ethics' rules, is considered a public meeting.

Kelly Martin said when an insurance policy expires the company is not legally bound to send an expiration notice. They only must send notice if it is a premature cancellation. He believes some dealers are not renewing their insurance to save money. He would like it as a topic at a future ODAC meeting.

Susan asked if customers could now purchase vehicles without coming into the dealership. Kelly Garcia said if the sale is done exclusively through email or electronically without showing the vehicle or a test drive, they can perform the sale without obtaining a supplemental location. After the sale is complete, the dealer can deliver it to the customer since it is no longer owned by the dealership. The customer could also choose to pick it up.

Another question Susan asked is whether a customer can expedite a title. Katelynn responded that the odometer expedite title service is available to non-dealers and noted that the information is available in the Dealer Handbook (Oregon DMV Title & Registration Handbook).

Meeting adjourned at 12:00 PM