



April 23, 2026
9:00 AM to Noon
Hybrid Meeting

Oregon Dealer Advisory Committee Meeting Minutes

Acting Chair: Susan Thayer

Members Present:

Susan	Thayer	Office Management Representative	<i>Linda Beuckens - Business Operations Administrator</i>
Scott	Short	Used Dealer Representative	<i>Judith Ingram Moore - Business Regulation and Oregon Dealer Services Section Manager</i>
Matthew	Casebeer	New Dealer Representative	<i>Katelyn Keefer - Policy Analyst</i>
Lisa	Larkin	RV Representative	<i>Josh Boatner - Compliance Specialist</i>
Kelly	Martin	At-Large Representative	<i>Kelly Garcia – Compliance Specialist Lead</i>
Lori	Gill	Auction Representative	<i>John Corbin – Compliance Specialist</i>
Gary	Sargent	Power Sports Representative	<i>Dave Adams – Policy Analyst</i>
Susan	Thayer	Office Management Representative	<i>Tracy Olander – Senior Policy Analyst</i>
Eric	Winston	New Dealer Representative	
Isabel	Cordova	Dismantler Representative.	
Trevor	Lee	General Public representative	
Bryan	Steward	Used Dealer Representative	

Members Absent:

Angela	Donley	General Public Administrator	
Kelly	Martin	At-Large Representative	
Jeff	Mackie	Dismantler Representative	
Mike	Wagner	Tow Representative	

Industry Association Representatives Present

<i>Greg</i>	<i>Remensperger</i>	<i>OADA</i>
<i>Teri</i>	<i>Yeoward</i>	<i>VITU Representative</i>
<i>Delus</i>	<i>Johnson</i>	<i>Automobile Trade Association</i>
<i>Margaret</i>	<i>Ragan</i>	<i>Northwest Automotive Trades Association (NATA)</i>

Susan Thayer called the meeting to order. Roll was called with 9 members present for a quorum.

Approval of January 22, 2026 Meeting Minutes**ODAC Members**

Matthew Casebeer suggested correction in the minutes to reflect the correct spelling of his name and industry representative title. Gary Sargent motioned to approve the minutes with suggested changes, Matthew seconded. The minutes were approved unanimously.

Judith Ingram Moore introduced the newest member, Trevor Lee as the General Public Representative. It was also announced that Isabel Cordova, previously filling that General Public Representative role, will now fill the Dismantler Representative role.

NMVTIS Consumer History Reports**Cindy Tabor-Lowry**

Cindy Tabor-Lowry with the Association of American Motor Vehicle Administrators (AAMVA) gave a presentation on the National Motor Vehicle Title Information System (NMVTIS).

She said AAMVA was founded in 1933 as a tax-exempt nonprofit association to develop model programs in motor vehicle administration, law enforcement and highway safety. It represents the state, provincial and territorial officials in the US and Canada who administer and enforce motor vehicle laws.

AAMVA is organized into four regions with an international Board of Directors. Oregon is in Region 4.

NMVTIS is a federally mandated electronic system that was designed and operated by AAMVA on behalf of the US Department of Justice (DOJ). It:

- Protects consumers from fraud and unsafe vehicles.
- Prevents the resale of stolen vehicles.

NMVTIS Data is provided by multiple federally required sources, each with a defined role:

- **State motor vehicle agencies** – Submit title and brand data (e.g., salvage, rebuilt, flood, and junk) as part of mandatory NMVTIS reporting.
- **NMVTIS data consolidators** – Collect required data from federally mandated reporting entities and transmit it to NMVTIS in a standardized format.
- **Junk and salvage yards (federally mandated)** – Report vehicles obtained for junk, salvage, dismantling or crushing.
- **Insurance carriers (federally mandated)** – Report total-loss vehicles and related salvage information.

Eric Winston asked if body shops need to report or if it is done through insurance carriers. Cindy confirmed it was through the insurance carriers.

She went on to say that vehicle reports can be obtained through approved NMVTIS Data Providers. Data in the report includes current title information, title history, the odometer reading at the time of titling, brand information, junk/salvage history and total loss history.

Reports may be purchased by individual users and commercial users. Cindy stressed that the reports are only made available through approved NMVTIS Data Providers operated under contract with AAMVA.

Currently, there are 21 approved providers operating 27 websites where consumers can purchase a vehicle history report for a fee. AAMVA cannot endorse any specific provider.

Dave Adams asked how dealers could obtain stolen vehicle information from a provider. Cindy said AAMVA does not provide that information, but the commercial providers listed on the DOJ website can obtain that data from other sources and incorporate it into their reports. Dealers can purchase reports from those commercial providers to obtain that information. If a commercial provider includes theft information on a purchased report, that information comes from an outside source, not from AAMVA.

To become a provider, you would need to build an interface that would accept the data, pay an application fee of \$1,000 and after approval pay a \$30,000 development fee and successfully undergo AAMVA testing and certification. There is also a monthly fee for being an approved provider.

Susan asked if her company were to become a provider, if they could keep the information for internal use only and not provide the data to the public. Cindy said they could.

Susan also stated that sometimes the information in the NMVTIS report is incorrect, such as an incorrectly entered VIN, and asked if there is a way to fix it. Cindy said to let the provider know. If they cannot help, then let her know.

Cindy said that all legitimate providers must have the NMVTIS logo on their website and reports. They are the only providers authorized to do so.

Greg Remensperger asked about CARFAX. Cindy said they were only authorized in California as an NMVTIS provider. Greg said they have been telling Oregon dealers that they can provide NMVTIS information to them. Cindy said they have requested that the AAMVA and the Department of Justice websites include verbiage that CARFAX was a California only NMVTIS provider.

Scott Short pointed out that Carfax reports are sometimes updated quicker with reports of damage than NMVTIS reports.

Attendee Geoff Nichols, Esq. said the statute reads that a commercially available equivalent could be used. He noted that a website lists CARFAX as an approved data provider. It does not specify that they only provide NMVTIS reports in California. Cindy said she would investigate it.

Katelyn said for record keeping purposes the dealer must use an NMVTIS report which is in the language of the statute.

Gary Sargeant asked if the reporting requirement included power sport vehicles. Cindy confirmed it does show information for motorcycles. Most states report not just the current

title issued, but also the full title history when the data is available. That historical data is also available in NMVTIS for motorcycles.

OLIVR UPGRADE

Katelyn Keefer

Katelyn Keefer informed ODAC that DMV will be performing a system upgrade over the July 4th weekend from Friday July 3rd to Sunday July 5th. During that time DMV's system will be unavailable, including the self-service options such as DMV2U and express kiosks. That weekend online Trip Permit Purchases and record inquiries will not be available.

Susan asked if she should order some trip permit books. Both Katelyn and Judith encouraged them to do so.

Judith emphasized that Business Licensing will close at 4pm on July 2nd, and that dealers must not expect service after that time.

Dealer Education Provider Application

Katelyn Keefer

Katelyn reminded ODAC that training materials for the potential new education provider, the Automobile Dealer Training Association (ADTA), were sent to members via email. Members were instructed to vote to approve the program by using REPLY ALL in their email responses. Because the email responses did not achieve a quorum, the decision was again presented for vote.

Gary motioned they should not use email for ODAC decisions and should only vote on things during the meeting. Scott Short seconded. The motion was approved.

Due to a conflict of interest both Scott Short and Gary Sargent abstained from the vote for the education provider, leaving only 7 members to vote, which would not be a quorum.

Linda Beuckens suggested using a one-time email vote since the process for this provider has been delayed several times. Eric Winston motioned to have the email vote. Lisa Larkin seconded. Scott Short said it would be better to have it in person to have a meaningful discussion first.

Judith recommended that ODAC hold a special virtual session to hold the vote.

Eric Winston asked whether there were enforcement measures to ensure higher and more consistent attendance levels for ODAC members. Scott said there are some members that do not show up 50% of the time and expressed that they should show up more often. Gary agreed. Both Gary and Beca from OVDA said they could call the ODAC members to remind them of the meeting beforehand. Lisa Larkin said Judith already does a good job communicating with members about the meetings. She added that they have made a commitment to be on the committee and should read their emails.

Judith said DMV would draft new guidelines for members to review concerning ODAC member attendance.

Susan said they will await a TEAMS meeting invite to vote on the approval of the new education provider before the July meeting.

Ty Yoder mentioned rule 735-150-0005(6) says a committee member may be replaced by the administrator for missing two consecutive meetings without good cause.

Oregon Dealers and WA Ownership Documents

Kelly Garcia

Kelly Garcia reminded ODAC that this issue was brought forward in the last meeting by Scott Short. He was asking about the Washington affidavit of lost title and/or dismantler Bill of sale and how it is used as an ownership document by some dealers in Oregon. She said DMV has not forgotten about the topic and it is still being reviewed.

Lori Gill said a lot of the transactions are from floored vehicles so the affidavit of loss or dismantler bill of sale would not be considered an ownership document.

HB 4021(2026)

TY Yoder/Judith

Judith said in the 2026 Legislative Session, House Bill 4021 was introduced pertaining to the effective date for permanent rules. There is a holding period before a rule takes effect following approval. Ty Yoder said it was for 28 days.

He said that it adds some steps to the rule making process some of which ODOT already does, so much of it will not impact DMV. Currently, there is no waiting period once the ODOT Administrative Rules Coordinator files the administrative order with the Secretary of State. The Administrative Rules Coordinator may currently pick any date after the date the administrative rule is filed as the effective date for that rule. With the new law change, the rule must wait 28 days after filing to become effective.

Upcoming Rules Advisory Committee Meetings

TY Yoder/Judith

Ty said SB 840 from the 2025 session is still being worked on by DMV. They will form a rules advisory committee and invite ODAC members to be a part of it.

He said they were also working on allowing electronic signatures on documents including secure forms.

Katelyn gave a legislative update for the 2026 session:

- Snowmobile registration fees have increased from \$10 to \$30.
- SB 1544 removes the requirement of zoning approval for dismantlers at renewal of their license.

Business Regulation and Oregon Dealer Services Section

Kelly, Danny, Judith

Kelly said investigations is doing inspections as usual and working to educate dealers on the new NMVTIS requirements among other things.

Danny reminded ODAC of the change in the system over the July 4th weekend. Dealer Services will be learning the upgraded system and there may be some delays as they become familiar with it.

He added that they are working on training videos which will be available on YouTube. The first will address preparing and submitting a dealer packet to DMV.

Danny announced that Dealer Services has a new web page :

https://www.oregon.gov/odot/DMV/Pages/Dealers/Oregon_Dealer_Services.aspx

He reviewed some of the functions on the page for ODAC.

ODAC was shown Dealer Services statistics from April 22, 2022:

Titles	Oldest Date	Service Level	Target Goal
HQ Dealer Transactions	03/09/2022	44 Days	42 Days
Field Dealer Transactions	02/28/2022	53 Days	42 Days
Missing REG Responses	03/23/2022	34 days	30 Days

Then the same report from April 22, 2026:

Titles	Oldest Date	Service Level	Target Goal
HQ Dealer Transactions	04/09/2026	13 Days	21 Days
Field Dealer Transactions	04/09/2026	13 Days	21 Days
Dealer Responses	04/16/2026	6 days	10 Days

The comparison between the two dates shows that as service levels improved over the last four years ODS was able to top their Target Goal times.

Gary asked if the ODS's Wednesday closure was helping them to speed up their processing. Danny said it did. It gave them the ability to re-prioritize their work.

Danny added that they are imaging their cover sheets quicker than before so that if a dealer calls in because of a missing requirements letter, the information should be available for an agent to access.

Judith said that due to lack of staffing Business Licensing cannot process applications the same day. She reminded ODAC that DMV cannot process or put them in the queue until all the requirements are met. She also reminded them that to save on costs, Business Licensing no longer mails out renewal reminders.

She reviewed the statistics for the first three months of 2026.

Announcements/Roundtable

ALL

Gary said he went to the Sandy DMV Field Office, where there was a kiosk which few people were using. Most customers did not appear to know how to use it. There was no one available to show them.

Eric Winston said he went to the Gladstone Field Office and noticed almost no one accessing the kiosks either, and that most customers went straight to the DMV employee near the entry for help. Katelyn said they will share the observations with the Field Service analysts.

Lori Gill returned to the NMVTIS subject. She said they use National Insurance Crime Bureau (NICB) VinCheck and CARFAX. Different systems show different information. She encouraged dealers to look at multiple reports to understand the differences. Lori added that many dealers do not know that they are required to pull the NMVTIS reports. More education is needed.

Meeting Adjourned at 11:40 am.