

Dealer Details

Newsletter of the DMV Business Regulation Section

April Meeting Round-up

The Oregon Dealer Advisory Committee (ODAC) held its 2nd quarterly meeting of 2022 on April 28.

Items discussed at the ODAC meeting included the use of trip permits and temporary registration permits, vehicle dealers from outside Oregon that are not licensed in Oregon, and ODOT's road usage charge program, OReGO.

As a reminder, trip permits are sold to dealers' customers when they are not eligible for Oregon registration or they are in the process of applying for registration and the vehicle requires DEQ certification. Dealers issue temporary registration (temp) permits when customers are applying for registration and the customer pays registration fees as part of their transaction with the dealer.

ODAC discussed the importance of making sure consumers are protected against fraud by dealers. An issue of concern is when consumers do not receive title to the vehicle they purchased from online dealers not licensed in Oregon. Although Oregon DMV and Department of Justice receive consumer complaints about online transactions and not receiving title to vehicles purchased, Oregon cannot issue sanctions to dealers licensed in states outside of Oregon. Enforcement jurisdiction does not extend outside state boundaries. If DMV's Dealer Investigations determine a sale took place in Oregon, they research the transaction and investigate if they suspect a violation of state law.

Scott Boardman, ODOT's Innovative Programs Policy Advisor, provided updates on Oregon's Road Usage Charge Program (OReGO) which is covered in a separate article.

As cars become more fuel efficient, there are less trips to the gas pump. With less trips to the gas station, there are fewer dollars going into the State Highway Fund. The OReGO program will ensure ODOT is able to operate, maintain and improve the state's transportation system.

The next ODAC meeting will be July 28, 2022. Agendas are posted one week before the scheduled meeting on DMV's website, and are open to the public.

There are currently two vacancies on ODAC: General Public and Dismantler Representatives. Please let DMV know if you have a nomination for either position.

Mike Wagner
ODAC Chair

OReGo and Dealer Engagement

Scott Boardman, ODOT's Innovative Programs Policy Advisor, provided an update on OReGO, Oregon's Road Usage Charge (RUC) program to ODAC at their April meeting. It is currently a voluntary program launched July 1, 2015, and OReGO became the nation's first fully-operational, revenue-generating per-mile charging system.

ODOT wants to work with dealers to ensure they are prepared for potential changes when laws change. There is a proposed legislative concept for the 2023 legislative session to mandate RUC enrollment for model year 2029 vehicles or newer that achieve 30 mpg or greater. The proposed effective date if the proposed bill becomes law in 2023 is July 1, 2028.

Vehicle registration fees are applied based on miles-per-gallon (mpg) rating for the vehicle. The better the mpg rating, the higher the registration fee. However, drivers enrolled in OReGO pay only the base registration fee while in the program. The program applies to any vehicle subject to the enhanced registration surcharge, and enrollees must stay in the program for the entirety of their registration. If a driver leaves OReGO before their registration period expires, they will be billed for fees waived while in the program.

The law that created OReGO requires ODOT to strictly protect the privacy of participants' data. By law, the program must provide drivers with choices for their mileage reporting, to include at least one option that does not use global

positioning system (GPS) technology. A basic option is available that does not use GPS, and an advanced option includes value-added services provided by ODOT's business partners, such as remote emissions testing with DEQ.

ODOT is dedicated to improve dealer education on OReGO. Dealerships can currently enroll vehicles at the point of sale through a manual process, and ODOT is working to make enrollment as easy as possible. OReGO's Point of Sale Enrollment project has not officially launched yet. Learn more about the benefits of enrolling and signing up for OReGO at www.MyOReGO.org or contact Scott at Scott.BOARDMAN@ODOT.Oregon.gov.

Business Regulation & Vehicle Programs

ODOT commits \$100 million for EV charging infrastructure

ODOT is "all in" on transportation electrification.

The agency is committing \$100 million over the next five years to build out Oregon's public electric vehicle charging network on several major road corridors, and to increase access for everyone to EV charging in communities throughout the state.

The funding comes from a mix of federal and state sources, and was approved by the Oregon Transportation Commission at their March 30 meeting.



Commission at their March 30 meeting.

Amanda Pietz, administrator for ODOT's Policy, Data & Analysis Division, said more EV charging infrastructure will help motivate Oregonians to choose an EV for their next car, SUV or bicycle.

"We know that range anxiety is a big factor in people's reluctance to make the switch to electric vehicles, especially in more rural parts of the state," said Pietz. "This investment will build Oregonians' confidence that an EV can fit into their life and get them where they need to go."

Electrifying Oregon's transportation system is a [key outcome in ODOT's Strategic Action Plan](#), and part of the state's push to reduce greenhouse gas emissions from transportation and address the climate change crisis.

How and where the funding will be spent

About two-thirds of the funding — \$52 million from the [2021 federal infrastructure bill](#) plus a required 20% match — must be spent on EV charging infrastructure along "Alternative Fuel Corridors," as per guidance from the Federal Highway Administration.

Alternative Fuel Corridors are roads approved by the FHWA on which states may use federal funding to build alternative fuel infrastructure. Electricity is an alternative fuel, and Oregon has seven corridors approved for federally-funded EV charging: Interstates 5, 84, 82, and U.S. 26, 101, 20 and 97.

ODOT will nominate more corridors for federal approval over the next five years.

The remaining third of the money — \$36 million — will be used to close EV infrastructure gaps beyond those seven corridors. More charging sites in rural and urban areas, underserved communities, and at apartment complexes will allow more Oregonians to charge where they live, work, and play.

Charging site details

The new charging sites installed on Oregon's seven EV corridors will be spaced roughly every 50 miles, and each site will have at least four fast-chargers. Sites will be "future-proof" and ready to accept more, faster chargers as more Oregonians opt into EVs.

ODOT does not install, own or operate public EV chargers. The agency relies on partnerships with private companies to build the state's charging network.

Near- and long-term charging plans

The \$100 million investment will be focused on charging infrastructure for light-duty EVs like cars, SUVs and trucks because demand is high and the technology is mature.

ODOT isn't ignoring other types of electric vehicles, however. Medium- and heavy-duty vehicles (semi-trucks, delivery vans and buses) and micromobility (bicycles and scooters) are also going electric. The new charging sites will be able to serve some medium-duty vehicles, and ODOT will explore opportunities to add micromobility charging.

Additionally, the 2021 federal infrastructure bill [set aside billions in competitive grants for additional EV charging infrastructure](#), and ODOT will seek federal funding for electric medium- and heavy-duty vehicles.

Funding for public EV charging is critical for Oregon's electric future, but only one side of the equation.

"Money doesn't surmount all barriers," said Pietz. "Regulations and policies that benefit electrification play a role, too, and we rely on our partner agencies for help there. Couple that with our other work and investments in walking and rolling, bicycling, and congestion pricing, and we can move the needle on transportation emissions in a big way."

For more information, contact [Matt Noble](#), ODOT Public Information Officer, 503-779-9868

Matt Noble
ODOT PIO

Limited DMV services at Field Offices this Summer

Staff shortages at Oregon DMV offices are forcing the agency to temporarily reduce business hours at 10 of its 60 field offices and temporarily close 6 smaller offices.

"As we enter DMV's busiest time of year with a severe staff shortage, we recommend going online to DMV2U more than ever," DMV Administrator Amy Joyce said. "Every time you need a DMV service, see if you can get it done at DMV2U.Oregon.gov. We've added over two dozen services in the past three years."

Some services, like adding the Real ID option to your license, must be done in person. Before you go to DMV, make sure your local office is open by visiting the office's page at OregonDMV.com.

Temporary office closures

Starting May 31, DMV temporarily closed the following 6 offices so that remaining staff can reinforce larger nearby offices:

Ashland	Lebanon	Sandy
Cave Junction	Redmond	Stayton

Reduced business hours

As of May 31, these are the business hours for the following offices:

Astoria: Open 9 a.m. to 5 p.m. weekdays except opening at 10 a.m. Wednesdays; closed 12:30-2 each day for lunch

Canyonville: Open 9 a.m. to 5 p.m. Tuesdays and Thursdays, 10 a.m. to 5 p.m. Wednesdays; closed 12:30-1:30 each day for lunch

Downtown Portland: Open 8 a.m. to 5 p.m. Thursdays and Fridays

Heppner: Open 9:30 a.m. to 3 p.m. Thursdays only; closed 11:30-12:30 each day for lunch

Hermiston: Open at 9 a.m. to 5 p.m. weekdays, 10 a.m. to 5 p.m. Wednesdays

Junction City: Open 9 a.m. to 5 p.m. Tuesdays and Thursdays, 10 a.m. to 5 p.m. Wednesdays

Klamath Falls: 8 a.m. to 5 p.m. weekdays except opening at 10 a.m. on Wednesdays; closed 12:30-2 each day for lunch

Lake Oswego: Open 8 a.m. to 5 p.m. Mondays and Tuesdays, 10 a.m. to 5 p.m. Wednesdays

Lincoln City: Open 9 a.m. to 5 p.m. Tuesdays and Thursdays, 10 a.m. to 5 p.m. Wednesdays; closed noon-1:30 each day for lunch

Milton-Freewater: Open 9 a.m. to 5 p.m. Mondays and Tuesdays; closed 12:30-2 each day for lunch

“We’re preparing for the busiest time of year for DMV by temporarily redeploying staff to fewer offices,” Joyce said. “Lately we’ve been closing offices – without notice – across the state when we don’t have enough staff that day. We need to stabilize the staffing so customers can know ahead of time which offices are open. As we recruit and train new employees, we will work to reopen offices and restore full business hours, and that will take several months at least.”

“DMV has been experiencing the same shortage of applicants for job openings as other employers statewide and nationwide,” Joyce said. “The people working at your local DMV live in your community – and could use your help.” Apply for a job at ODOT today at www.odotjobs.com - select "Department of Transportation" under the Company menu.

“In the meantime, please be kind and patient to your local DMV staff – they are your neighbors, friends and maybe even family.”

David House
ODOT Public Information Officer

Sanctions

Dealer	City	Violations Found	Offense	Count	Amount
Civil Penalties					
NOTE: Civil penalty amounts may not reflect settlements or judgments					
Robert Wilcox	Grants Pass	Acting as a vehicle dealer without a current dealer certificate	1	1	\$2,500
Robert Wilcox	Grants Pass	Acting as a vehicle dismantler without a current dismantler certificate	1	1	\$2,500
Othman Elnoiemey	Portland	Acting as a vehicle dealer without a current dealer certificate	1	7	\$17,500
Marcus A. Fuller	Portland	Acting as a vehicle dealer without a current dealer certificate	1	9	\$22,500
Art's Auto Sales LLC (3 Year Suspension)	Hillsboro	Failure to allow a DMV administrative inspection	1	3	\$3,000
		Failure to maintain records in manner allowing for timely/efficient retrieval by Investigator	1	10	\$10,000
		Failure to maintain proper vehicle records	1	9	\$2,250
Shift Operations LLC dba Shift	Salem	Failure to obtain a corrected vehicle dealer certificate at least 3 days prior to change	1	3	\$1,500
		Failure to submit title, fees and all documents to DMV within 90 days	1	3	\$3,000
		Failure to obtain supplemental vehicle dealer certificate prior to conducting business at the supplemental location	1	5	\$2,500
Stanton White LLC (3 Year Suspension)	Portland	Failure to allow a DMV administrative inspection	2	5	\$5,000
		Failure to obtain a corrected vehicle dealer certificate at least 3 days prior to change	1	1	\$500
Wilsonville T LLC dba Wilsonville Toyota	Wilsonville	Failure to submit title, fees and all documents to DMV within 90 days	2	5	\$5,000
Lithia of Bend #2 LLC dba Chevrolet of Bend	Bend	Failure to submit title, fees and all documents to DMV within 30 days	2	4	\$1,000
RST Group Inc dba RST Motor Co (3 Year Probation)	Portland	Failure to submit title, fees and all documents to DMV within 90 days	1	2	\$2,000
		Knowingly making a false statement of material fact in any DMV investigation	1	7	\$7,000
Car Culture LLC	Portland	Failure to submit title, fees and all documents to DMV within 90 days	1	4	\$4,000
		Failure to provide a written notice of delay within 25 days of date of sale	2	4	\$1,000
Swickard Gladstone LLC dba Swickard Honda	Gladstone	Failure to submit title, fees and all documents to DMV within 90 days	1	1	\$1,000
Sonny Ephrem dba TNS Auto	Salem	Failure to submit title, fees and all documents to DMV within 30 days	2	3	\$750
Beavercreek Auto Salvage & Recycling LLC	Beavercreek	Failure to submit title, fees and all documents to DMV within 90 days	1	5	\$5,000
		Failure to maintain proper vehicle records	2	3	\$750
		Acquiring a vehicle without obtaining a certificate of sale	2	3	\$750
		Failure to remove and destroy registration plates when ownership document received	2	1	\$250
		Storing or displaying vehicles/ major component parts outside of the dismantler business building, enclosure, or barrier on the business premises	2	4	\$1,000
	Oregon City	Knowingly making a false statement of material fact in a DMV document	1	1	\$500
Mark Hayward Investments Inc dba Peggy's Classic Cars	Portland	Failure to furnish title to purchaser within 90 days	1	1	\$1,000
Global Auto Motors Co (3 Year Suspension)	Portland	Failure to submit title, fees and all documents to DMV within 90 days	3	5	\$5,000
		Failure to furnish title to purchaser within 90 days	3	3	\$3,000
		Failure to maintain records of good faith efforts	2	2	\$500
		Failure to notify DMV of vehicle transferred to dealer within 7 days	2	2	\$100
		Failure to maintain records in manner allowing for timely/efficient retrieval by Investigator	2	3	\$1,500
		Charging a document fee in excess of authorized amounts	2	4	\$1,000
	Salem	Failure to submit title, fees and all documents to DMV within 90 days	3	4	\$4,000
Viking Auto Sales LLC (3 Year Suspension)	Salem	Failure to submit title, fees and all documents to DMV within 30 days	2	3	\$750
		Failure to satisfy the interest of any security interest holder within 15 days	1	2	\$2,000
	Hillsboro	Issuing DMV a dishonored check or other form of payment	2	3	\$3,000
Jaime Uises Munoz Hernandez dba El Buddy's Auto Repair					

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