

REVENUE: No revenue impact

FISCAL: No fiscal impact

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<b>Action:</b>	Without Recommendation as to Passage and Be Referred to the Committee on Revenue
<b>Vote:</b>	7 - 0 - 3
<b>Yeas:</b>	Bailey, Bentz, Berger, Boone, Gilman, Kahl, Beyer
<b>Nays:</b>	0
<b>Exc.:</b>	Edwards D., Schaufler, Weidner
<b>Prepared By:</b>	Patrick Brennan, Administrator
<b>Meeting Dates:</b>	3/30, 4/24

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**WHAT THE MEASURE DOES:** Eliminates requirement that county ordinances establishing a registration fee for vehicles be approved by voters. Adds low-speed vehicles and racing activity vehicles to the list of vehicles that may not be charged additional county registration fees.

**ISSUES DISCUSSED:**

- County registration fees subject to “double jeopardy”
- Current state of county road funding
- Cost responsibility

**EFFECT OF COMMITTEE AMENDMENT:** No amendment.

**BACKGROUND:** The Oregon Department of Transportation requires persons registering vehicles in the State of Oregon to pay a fee to do so. Most new vehicles are registered for a period of four years, with renewals thereafter every two years. The cost of registering passenger vehicles and light trailers is \$27/year, while motorcycle registrations cost \$15/year (except for electric/hybrid motorcycles, which cost \$13.50/year). Other types of vehicles, such as recreational vehicles, are assessed fees based on a schedule determined by weight or length.

Counties also have authority to collect fees for vehicles registered to drivers who reside in the county. Under current law, an ordinance to establish a county vehicle registration fee must be submitted to electors of the county for their approval by election. House Bill 2043 would eliminate the requirement that new ordinances to assess county registration fees be referred to voters; however, the existing process by which an ordinance can be referred by petition to voters remains in effect under the measure.

Some vehicles are currently exempt from being assessed a registration fee by counties, including snowmobiles, antique vehicles, and school activity vehicles. House Bill 2043 adds two additional types of vehicles to this exemption list: *low-speed vehicles* (which are street-legal vehicles with a maximum speed of 25 mph) and *racing activity vehicles* (used primarily for racing on a racetrack).