

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

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<b>Action:</b>	Do Pass as Amended and Be Printed Engrossed
<b>Vote:</b>	10 - 0 - 0
<b>Yeas:</b>	Bentz, Cameron, Davis, Doherty, Gorsek, Lively, McKeown, Nathanson, Parrish, Read
<b>Nays:</b>	0
<b>Exc.:</b>	0
<b>Prepared By:</b>	Troy Rayburn, Administrator
<b>Meeting Dates:</b>	3/18, 4/17

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**WHAT THE MEASURE DOES:** Permits person to provide Oregon Department of Transportation with odometer reading for vehicle 10 years old or older. Requires an odometer disclosure statement be made by the transferor to the transferee. Requires Department to keep two most recent odometer records in electronic form.

**ISSUES DISCUSSED:**

- Large number of odometer roll-backs currently taking place
- Use of Internet to sell vehicles has increased the modes in which vehicles are sold
- Digital odometers easy to change or roll back
- Average age of vehicle before sale is no longer 10 years
- Costs associated with odometer fraud include inflated insurance premiums and increased vehicle costs
- Weight of vehicles that are exempt under Federal law (for example, box trucks)
- State (Oregon Department of Transportation) cannot use Highway Funds to do the work
- Review of fiscal impact of measure
- Access to and use of Federal moneys to assist in administering
- Review of -1 amendments
- Adoption of -1 amendments

**EFFECT OF COMMITTEE AMENDMENT:** The adopted -1 amendment modifies language regarding version of records required.

**BACKGROUND:** The National Highway Traffic Safety Administration estimates consumers will lose billions of dollars in value to odometer fraud this year. From 2002 to 2005, the Office of Odometer Fraud Investigations saw a definite escalation in fraud. New car prices, coupled with the increased demand for late-model, low-mileage used cars, has made odometer fraud more profitable than ever. Strong enforcement of the federal and state odometer laws, i.e., prosecutions with stiff sentences, appears to be the most effective deterrent.