May 11, 2016

WHEREAS, the Board of the Department of Motor Vehicles is proposing rule changes to Chapter 217, Texas Aministrative Code, regarding vehicle title and registration fees; and

WHEREAS, legislative discussions on the legislation authorizing the change from a statutory fee schedule to a fee schedule set by the agency included assurances that the change would not result in a revenue loss to counties; and

WHEREAS, in the case of ______ County, the proposed fee schedule appears to violate that understanding; and

WHEREAS, the study acknowledges concerns raised in high growth counties that the compensation fees already do not match the increases in transaction volume over time; and

WHEREAS, the TTI study also indicates that the proposal will cost counties more than the revenue provided, requiring counties to subsidize the vehicle registration and title process; and

WHEREAS, despite assurances that the proposed rules would offset the revenue loss to counties, the department's own data indicates that the proposed changes will cost ___________ County approximately _______ ; and

WHEREAS, an arbitrary cap on the amount that title service providers may charge also threatens that successful public-private partnership, which will increase county costs to perform this function if the title service providers cease to operate;

NOW, THEREFORE, BE IT RESOLVED THAT the ____________ County Commissioners Court opposes final adoption of the proposed rules changes to Chapter 217 unless fees to be retained by counties are adequate to cover the costs and prevent an unfunded mandate; and be it further resolved that fees retained by title service providers not be arbitrarily capped preventing those service providers from saving counties money.