



Control of Emissions from Motor Vehicles

Held on January 9, 2024, at 2:00 pm

by Teleconference **from the** Nevada Division of Environmental Protection

3rd Floor Humboldt Conference Room

901 South Stewart Street

Carson City, NV 89701

to the Nevada Division of Environmental Protection

Red Rock Room

375 East Warm Springs Road, Suite 200

Las Vegas, NV 89119

Meeting Link - https://teams.microsoft.com/l/meetup-join/19%3ameeting_ZDYyZiQ0ZmQtMjM1MS00ZDdiLWJlMTktMjYyZjY1NjZiNjJl%40thred.v2/0?context=%7b%22id%22%3a%22e4a340e6-b89e-4e68-8eaa-1544d2703980%22%2c%22oid%22%3a%227ce7893a-b0e2-4e06-8592-0f77bba1f60f%22%7d

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These minutes are prepared in compliance with NRS 247.035. Text is in summarized rather than verbatim format. For complete contents, please refer to meeting tapes on file at the Nevada Department of Motor Vehicles.

**THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING LOCATIONS ON
January 2, 2024**

Department of Motor
Vehicles
555 Wright Way
Carson City, NV 89711

Nevada State Library
100 N Stewart St
Carson City, NV 89701

Department of Motor
Vehicles
9155 Double Diamond
Pkwy
Reno, NV 89521

Clark County Government
500 S Grand Central Pkwy
Las Vegas, NV 89106

Northern Nevada Public
Health - AQM
1001 E 9th St
Reno, NV 89512

Department of Motor Vehicles
Website
dmv.nv.gov/publicmeetings.htm

Department of Motor
Vehicles
2621 East Sahara Ave
Las Vegas, NV 89104

Nevada Public Notice
<https://notice.nv.gov/>

1. Call to Order by Chairman

Chairman Ivie Hatt called the meeting of the Advisory Committee on the Control of Emissions from Motor Vehicles to order at 2:08 p.m.

2. Roll Call

MEMBERS:	Representing	Present	Primary	Alternate	Voting
Araceli Pruett	CC/DES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shiang Yuh-Wu	CC/DES	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ted Lendis	CC/DES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Zheng Li	CC/DES	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vernon Miller	NDOA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christy Lew	NDOA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Andrew Tucker	NDEP	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Steven McNeece	NDEP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Emma Lintz	NDEP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taylor Pavlu	NDEP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
JD Decker	DMV/CED	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
John Neese	DMV/CED	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ivie Hatt	DMV/CED - Chair	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Glenn Smith	DMV/CED	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
My-Linh Nguyen	NDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Kandee Bahr Worley	NDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Francisco Vega	NNPH/AQMD	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Brendan Schnieder	NNPH/AQMD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Craig Petersen	NNPH/AQMD	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Matthew McCarthy	NNPH/AQMD	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jeffrey Buss	U.S. EPA: Region 9	<input type="checkbox"/>		Ex Officio	

3. Public Introductions

INTERESTED PARTIES:	Representing:	
Rebecca Choi	CC/DES	rebecca.choi@clarkcountynv.gov
Robert Burgess	ADMIN/FLEET SVCS	rdburgess@admin.nv.gov
Chris Patterson	DMV/CED	cpatterson@dmv.nv.gov
Matthew Kennard	DMV/CED	bkennard@dmv.nv.gov
Mike Morris	DMV/CED	mmorris1@dmv.nv.gov
Pedro Ramirez	Smog Free Clark County / Valley Clean Air Now	
Andy McKay	Nevada Franchised Auto Dealers Assoc.	amackay@nfada.net

4. Public Comments

A. No Public Comments.

5. Approval of Agenda Order

A. The agenda was approved by the committee in the order it was prepared.

6. Approval of October 10, 2023, Meeting Minutes

A. October meeting minutes were approved by the committee as prepared.

7. Nomination of Vice Chairman

A. **Taylor Pavlu (NDEP)** nominated and made a motion of **Andrew Tucker (NDEP)** for new committee Vice Chairman. **JD Decker (DMV/CED)** seconded the nomination, all members voted in favor, and the motion was carried.

8. “Smog Free Clark County” (SFCC) Vehicle Repair Program Update with Rebecca Choi, Clark County Department of Environment and Sustainability, and Pedro Ramirez, Valley Clean Air Now (Valley CAN)

Rebecca Choi (CC/DES) – We have prepared a short presentation based on the questions submitted by committee members. We also want to say, “Thank you,” to the committee for their questions and interest in the program. It was an interesting year for the program, and we learned a lot.

The program was in response to AB349 that went into effect January 1, 2023, and we created this program based on that. Vehicles plated with classic plates (“Old Timer”, “Classic Vehicle”, and “Classic Rod”) that were no longer technically considered a “Classic” vehicle would have to pass smog tests and get regular plates. That was the issue.

The program itself started with a “Failed” smog test result after which an application to participate in the program would be submitted to Valley CAN which runs the Smog Free Clark County program and determined eligible or not based on income and type of vehicle. If approved, a voucher for repairs would be issued and the participant referred to a smog shop for repairs with a passing smog test hopefully resulting.

There were three simple goals for the program to address the impacts of AB349:

1. Create this one-year pilot program to see if we were able to improve the air quality in Clark County.
2. Provide financial assistance to people who needed it – that was part of the requirements for income level qualification.
3. Keeping people on the road.

We had a \$1.3M budget for the vehicles. We did have a \$550,000 administrative cost, and we paid up to \$975 per vehicle repair. Anything above \$975 would come out of pocket of the participant. The income level qualification was 275% FPL, so it was pretty steep, or they had to prove they were enrolled in one of the assistance programs. Also, there was a requirement for vehicle model years. Anywhere from 1968-1999 if non-classic plates, and the classic plate model years went up to 2002. We did end up repairing 117 vehicles and spent approximately \$108K. A lot of participants were turned away because they did not meet the requirements for participation, either income level or vehicle model.

There were 190+ applicants, and we were able to grant at least 72% of vouchers of the applications that were received. But basically, the target was classic-plated vehicles, so the program took a more conservative approach. That’s why we capped it at 1999 for non-classic vehicles versus 2002 because

we knew there were a lot of classic plates out there. We wanted to be more conservative as far as what we could accept and how much funding we actually had for the program. So, when you see results later on in the slides, you're going to see that we actually did repair more cars that were from non-classic plated vehicles compared to classic plated vehicles. That was an interesting thing we learned in the program.

We had nine smog shops located across the valley and pretty spread out. That was one of the goals too – to actually have representation from a good part of the valley. 36% of the repairs were on vehicles with classic plates, and 64% was on vehicles that were regular or unknown plates. "Unknown" meaning they didn't have a license plate, so they had to verify the vehicle was registered in Clark County through VIN numbers.

Based off of this, we requested data recently from the DMV for the overall numbers of classic plates registered in 2023 so we can compare it with the number of classic vehicle registrations before AB349. This could help us explain why there were less vehicles with these plates repaired by the program. Some possible reasons are the vehicles were able to pass smog without repairs, or the insurance companies are granting classic vehicle insurance to these vehicles because that was one of the requirements, basically, based on the law, or the vehicles not being registered at all. So, we thought that by getting this data from the DMV, we're able to make that comparison.

These are the emissions test results: about 77% of the vehicles were repaired by the program. They passed the emissions test after the repairs; approximately 21% of repairs by the program received waivers from the DMV. One of the questions we received was "what happens if the eligible consumer continues to fail smog after repair is completed?" What happens is they're able to get a waiver, which means they can register their vehicle for another full year of registration, but then they have to get their vehicle repaired by the next registration period.

We also requested an audit copy of the Vehicle Information Report (VIR) for the cars that we were able to repair so that this would show how much emissions were reduced as a result of the program.

And if you're wondering where all the cars came from, the primary zip codes were 89108 and 89030 as far as demographics go. The oldest vehicle repaired was a 1970 Ford Galaxy. And yes, this does look like a classic vehicle and probably should be a classic vehicle, but one of the things was that vehicles that may have been considered as a classic vehicle may still need to pass emissions tests if the vehicle is used for general transportation or over 5,000 miles a year. This owner probably drove this vehicle as a regular vehicle. The most popular model years that we repaired were from the 1990s, which was about 66%. Vehicles that were repaired from the 2000s were obviously the classic vehicle plates. Pedro is going to talk more about our communications and marketing part of the program. We had a couple of questions regarding our social media and outreach, so his portion will answer those questions.

Pedro Ramirez (Valley CAN) – We did have a little bit of a chance to plan for the program, and it did take a little bit to get it all implemented. All of our social media pages did go live on February 20th, and we started paid advertising around the middle of March. We have a lot of success on social media here in California, so we tried to customize SFCC to the general area. We know the demographics of Las Vegas can be very varied, so we tried to make sure we would pinpoint our demographics that would be getting hit with our social media, especially with the funding for paid advertisements. We want to focus on social media. That's going to reach people who are driving, people who are actively taking advantage of the program.

We did have most of our budget go towards social media, but we also did spend quite a bit on printed materials that were distributed to the smog lab and to the DMV so they could also help recruit participants for the program.

Because it is a brand-new program, the primary goal was to establish rapport with the residents of Clark County and gain their trust. A lot of time people hear “free money for repairing my car” that sounds too good to be true, and more often than not usually is. We do have restrictions as far as our program goes, so it isn’t just free money to repair your ‘99 and older. And it does have specific goals in mind. With that being said, our social media had specific goals, including creating social media accounts of course, and creating certain branding so that people get a consistent message: we’re here, we’re putting out all this media, it’s all coherent, it’s all the same. We’re trying to just establish we are official. We are through the county, and we did see some of that work being done through the county websites as well. We designed everything in Spanish and English because we understand again just how diverse the demographics are in Vegas. And all of the county, of course. We also created a specific post for paid marketing to try and attract as many people as possible. And then, we also wanted to contact local organizations. There’s already a lot of people who have built that trust and reputation of having resources for people, so we didn’t want to reinvent the wheel. We did contact them and tried to work with them as much as possible. Some of the really big ones being the American Lung Association and Chispa. They really helped us out quite a bit, so I will go into that a little more in a bit. We connected to local elected officials. All of these people helping us validate the program. We created a website for SFCC, and we have been improving and updating it as the program has shifted and changed throughout the year. And of course, trying to show people, these are the events that we have either planned or are intending to again. We’ve produced multiple event flyers or materials for people to be able to distribute physically which has especially helped out with reaching the Latino community.

We’ve just produced everything in English and Spanish because we know the sheer amount of people we are trying to aim for. And, of course, we’ve been keeping track of all those statistics to try to make sure that we get the biggest bang for our buck as far as advertising goes. Based on our previous work here in California, accounts on Facebook, Twitter (now known as X), and Instagram were created, and Facebook was one of the places where the people who are driving in Vegas can be found the most. Instagram served more of a visual background for the program or visual backup, and Twitter/X was used to connect with local organizations and government officials, seeing as how they communicate a lot through there. Behind all of the SFCC program, we did have people specifically attending to our social media accounts or emails, everything that the program has implemented, including the website as well, to make sure if we get any questions, if we get any applications being sent to the wrong places or whatever, we try to centralize it and make sure everything gets addressed. Contacting people as soon as we get a communication, we try to reply as soon as possible. These are some of the posts we went ahead and made to help reduce the amount of confusion. We try to reduce the amount of wordiness on some of our posts and just make sure it goes straight to the point. It is a little hard to make sure that everybody understands all the requirements 100% through social media posts, but we try our best and I feel like everything looks very, very well. And again, as you can see, we have a very similar color scheme. The emphasis was to build a brand, to show people that we are an official institution here, we are here to assist you with this very specific goal. Here is an example of a testimonial with someone that we did assist through the program, helping us validate what the program is doing. Social media was one of our biggest tools alongside physical materials that we were

distributing and also events we were attending. Those are things we were implementing to the fullest of our capacity. If we can go to the next slide, you can see some of the results.

Here are some social media metrics as far as how much money was spent. We spent about \$24K on that. Our reach - we got to 1,200,000 people (reach) and almost 2,000,000 views (impressions). Of course, 2 million views are not necessarily people reacting with it or taking the time to read it, that's more of what the reach is. And post engagement as far as "likes", "comments", "shares" and anything like that, we did reach about 27,000. There was a definite amount of people that we did reach and some of them did understand what we were putting out and also implemented it into their social networks.

We did have physical events as well, and to my understanding at one of them we got a TV spot which was really nice as you can see some of our employees there alongside Chispa and also the American Lung Association. We are just trying to implement as many physical events to show people this isn't just an online thing or something you've heard about from a friend that might be true or not. Whoever was a trustworthy entity in the area we tried to contact them and show them this is something that the people from the area can take advantage of. Help us try to validate this in people's eyes so you can see a full list of events that we attended on our website and any upcoming events will be posted on there as well. One thing I did want to emphasize again, I did actually get the chance to attend one of the events. And it's one thing to hear about something or to talk to people about something over the phone, but physically being there, taking applications, answering questions, it is a big deal. And so, we did have a lot of people that had questions. A lot of people were kind of skittish about trying to work with the program, but it was a really good experience and again from those events, we got multiple applications. Not everybody that came had their paperwork on hand, but little by little we have built that trust and we have built a base of supporters that that helps us out over there quite a bit.

Rebecca Choi (CC/DES) - Let's talk about lessons learned. Basically, we targeted the really, really low-income residents and that limited much of the participation whether people had the paperwork, whether they could prove whether or not they could meet that requirement. So that application eligibility process could have been possibly a deterrent. Again, we went into this very conservatively knowing how much we had as far as budget and the possibility of how many people who might actually need the program. So those comparisons were done in the beginning, which led to some of these things we had to implement as far as the eligibility process and things like that. If this program were to move forward, then consideration would be to expand or eliminate the income restriction just so that we could reach more people.

Increasing education and outreach (putting it out there more) would also be beneficial as we didn't have much time to do a lot of marketing prior to launching the program. Now that it's been running for about a year and Pedro and social media has been helping a lot, you know now that people are actually seeing the program is a pretty good legit program. Further enhancing and increasing marketing is also something we would pursue.

Lastly, we learned that over half of the repairs were completed on vehicles with non-classic plates, even though the program was meant to repair cars that only had those classic plates. But we left it open for people who didn't have those plates, and we found out that there is a need out there for people who don't have those plates and that need the program. That was a real eye opener.

Pedro Ramirez (Valley CAN) - Collaboration with people that already have credibility, a reputation, was a huge deal. Community-based organizations always help us spread our message even more. It is an integral part of our strategy to continue both social media and also the physical events that we have been putting on or even just participating in as a community partner. You just cannot replace the talking to people, the smiling at them and genuinely being there for them. And I think that it builds a lot of trust in something that, again, a lot of people feel like they have a lot of discontent with the government. They're just very, very apprehensive, especially when you tell them, hey, submit your ID, submit your registration, submit either a pay stub or something like that might have some subset of information on there. A lot of people get really skittish, and as one of the main people on the program taking applications, replying to messages, taking calls, I can tell you that at least as a as an immigrant myself and as somebody that has had some of those anxieties, I feel really proud of being there for that community, for my community and just explaining stuff in either English or in Spanish, taking time. Sometimes you know 10 minutes at a time to just answer some of the more basic questions, that's what people need. People need somebody who is willing to be patient, who is willing to be kind, and just take their information. And even help them with the process of uploading the documents online and whatnot. It's been a pleasure being able to help. I can think about two or three different participants who had a lot of trouble either hearing or uploading stuff on their computer and so just being able to be there, being patient speaking Spanish, that's another thing. All our team speaks both English than Spanish. Just being able to access everybody and trying to accommodate them and work with their schedule, work with their capacity is a big deal. I'm just proud to be able to be there for every single person who has called. As soon as they reached out to us, as soon as they applied, we tried to reach out to them and ensure that everything was valid on their application and tried to work with them in case they had submitted something wrong. It was a real eye-opening experience, and we already do a lot of work here in California but being able to implement it from the ground up over there in Clark County has been incredible and I'm proud, really, proud of our work.

Rebecca Choi (CC/DES) - Our next steps are getting our data, trying to validate what the data shows as far as were we able to get a pretty good significant reduction in emissions. That data is going to answer some of the questions we had about why not as many classic vehicle plates came to our program and it was more people with plates of regular cars. Some of the data could show that information as well. We really think that's important as far as validating the program as far as reviewing all these things that we've done and also our funding opportunities, we're trying to look into that and the value and desires to continue. Hopefully all of that will be answered soon and you know if we can then do this, it's been a great program for us. We did learn a lot and we were just very happy that we were able to help/serve those in the community that needed it the most.

JD Decker (DMV/CED) – I can tell you why you didn't get a lot of participation from vehicles with classic plates without any data. The reason is that those plates are not required to obtain a passing emissions test. The tradeoff for clean air is that they're not supposed to be driven more than 5000 miles per year, or they don't qualify for the classic plate. But if you have a vehicle that's driven less than 5000 miles, that has a classic plate, which means it's exempt from any kind of smog certification, that vehicle may or may not be smoking. We don't know because they're never going to come in for an emissions test because they're not required to. So, if that vehicle is coming in for repairs, I'd be curious to know if you guys are looking to see if those repairs are related to a vehicle problem that it has, cause it's not allowed to smoke, even if it's exempt from an emissions check. It can still be cited for smoking, but if they're coming in for repairs, I would recommend tying those to a problem with emissions because we from the department side would have no idea because they're exempt from the emissions testing.

You're not going to find any of that data from what you get from the Department because we don't have any emissions data on vehicles that are exempt from emissions checks, i.e., the classic vehicle plated ones. I would recommend expanding the program to the standard plated vehicles because what we see is those are the vehicles that have driven more than 5000 miles so they're on the road more, so there's more contribution to emissions, and the ones that can't pass smog can't get a registration. So those are the people, especially people with low income, that can sometimes have problems getting those vehicles repaired enough to pass the required emissions check, maintain the registration, and then be used as a daily driver. It sounded from a couple of things you guys said that this program was kind of designed around vehicles with classic plates, and I'm not sure that's the target of our emissions program from the Department side because we don't know that those vehicles are necessarily emitting. In fact, the law says we don't really care as long as they're not smoking and being driven more than 5000 miles per year.

Rebecca Choi (CC/DES) – I believe the law also says you must get classic vehicle insurance.

JD Decker (DMV/CED) – You do, yes.

Rebecca Choi (CC/DES) – So that was part of it. I think if the insurance company is not going to give insurance to those vehicles, they're going to have to get regular plates.

JD Decker (DMV/CED) – Right.

Rebecca Choi (CC/DES) – So I think that's what they're going to run into.

JD Decker (DMV/CED) – If they qualify because they drive less than 5000 miles and their age, they can obtain the classic vehicle insurance, they qualify for a classic plate. Then the law says we're not concerned with your emissions enough to test you. You're exempt from that. It's the vehicles that don't have classic plates that have standard plates. Those are the ones that we assume are on the road more, contributing more to emissions, and having more of an impact on clean air that we do require an emissions check and that you do find that people have problems preparing to an extent that they can pass the required emissions check.

Rebecca Choi (CC/DES) – It could possibly be because we repaired vehicles are driven more than 5000 miles and they have classic plates and no longer can be considered classic. We had that one "old timer" one from the 1970s. We repaired that because it was driven more than 5000 miles, even though it could be considered a classic car.

JD Decker (DMV/CED) – Gotcha.

Rebecca Choi (CC/DES) – That may be why people ended up having to come in and get their emissions done because they're not fitting that part of the criteria.

Ivie Hatt (DMV/CED) – Are you saying that you were testing vehicles that lost their classic vehicle plates or vehicles that had classic vehicle registration currently on them?

Rebecca Choi (CC/DES) – No, they currently had classic vehicle registration, so they were probably not meeting the law as it stood with AB349. They couldn't get the vehicle insurance for some reason, or

they're driving more than 5000 miles, so they didn't meet that. Now, they were having to come in and test for emissions and then get the regular plates.

Ivie Hatt (DMV/CED) – Ok. So, the vehicles that were previously registered as classic, that no longer qualified.

Rebecca Choi (CC/DES) – Yes, correct.

Pedro Ramirez (Valley CAN) – I can confirm, yes, it is mainly that a lot of people use these vehicles as daily drivers. They got the classic insurance because their car was having some issues. They got the classic license plate number because their car was having issues previously and they knew that they weren't going to pass the smog check. And so now that this law requires the insurance, they're saying, "Heck no, I should probably just get it registered, but I can't because it's not going to pass." And that's when they apply for the program.

JD Decker (DMV/CED) – Is there a follow-up requirement that they provide you with this proof of the standard registration? Do you know that they're not continuing to maintain classic vehicle plates and that they're converting it to a standard registration, or is that just kind of an assumed thing?

Pedro Ramirez (Valley CAN) – Yes, they do have to provide the registration or the title of the vehicle. A lot of the time, the registration will come with the classic license plate number on it, and that's how we are able to know whether they have classic license plate numbers or not. But yes, we do ask for either the title or the registration and again for the most, the majority of the people that applied would have a registration that they wouldn't show the registration without the classic license plate number. They would just call and say, "Hey, I submitted this application. This is my situation. Can you all help me?"

JD Decker (DMV/CED) – So, let's say I have a classic vehicle plate and let's say I drive it less than 5000 miles a year and say it's my second or third car, it's just a hobby car. I have classic vehicle insurance, but I've got a mechanical problem. It's going to cost me some money that may or may not relate to the emissions of the car, and I bring it in. Am I going to qualify for this assistance? It sounds like maybe we needed this tied to emissions and the registration because you come in with a classic vehicle registration and I can't prove to you that I'm required to convert it. Uh, just taking your money?

Rebecca Choi (CC/DES) - It must be tied to emissions. There are specific things that can and cannot be repaired in the program. The auto shops know what they can and can't do if anything else is wrong with the vehicle, then that would come out of pocket to that person. If it's not emissions related, then yes, the participant would need to pay for it or not. You know they can choose not to as well, but it must be related to smog.

Glenn Smith (DMV/CED) – All throughout 2023 was when these "Classic Vehicle", "Classic Rod", and "Old Timer" vehicles were being phased out because of AB349. So, where you're really going to see the difference is going into 2024. How many fewer "Classic Vehicle" and "Classic Rods" are out there simply due to the insurance requirement. A lot of those vehicles repaired were your 1990s vehicles which most classic vehicle insurance companies don't consider a classic, don't classify them as classic, so they were unable to obtain classic vehicle insurance. I think that's where you're going to see the

number in those classic vehicle registrations drop substantially when you compare from '22 to '23 to '24. Seeing the applications that used to come through compared to what comes through now for the classic vehicles, it's miniscule. It's very little. It cut it way, way down on the classic vehicle registrations.

Ivie Hatt (DMV/CED) – I agree with Glenn. You would probably see more true numbers in 2024.

JD Decker (DMV/CED) – Yes, and the classic vehicle insurance requirement was designed as a way to ensure the less than 5000 miles driven per year. And the reason is that the Department, other than self-certification, can't. It's going to take your word for whatever your mileage disclosure is. So, in the past, what people were doing is they were getting classic plates, they were saying they're going to drive less than 5000 miles, and then there's a self-disclosure every year when they renew, and we don't really know how much it's driven. Well, with classic car insurance, insurance companies require validation of the mileage driven.

Another big part of that bill, that I put in there so I don't want it to be forgotten, is that you can no longer use vehicles for business use on any type of classic plate because that's what we were seeing mostly in the field was these old trucks that were smoking. They can't pass emissions, but they're old enough so self-disclosing mileage was never a problem before. They were old enough to get this classic plate they can use with a valid registration. So, any reduction you're going to see should also factor that in.

Will you analyze the data to show just how the reduction in registrations ties into your program?

Rebecca Choi (CC/DES) – You mean the reduction in how many plates are left?

JD Decker (DMV/CED) – Yes. Like the reduction of how many classic plates dropped off because of AB349. Does that compare in your mind to how many vehicles you ran through your program, or is that kind of a general AB349 type assessment?

Rebecca Choi (CC/DES) – Yes. We wanted to assess the effects of the law as far as are people still registering their vehicles as classic. We did have fewer classic vehicles that came through our program. We wondered did they just not register their cars anymore, were they able to get insurance, what were the reasons? It was a part of our evaluation process that helps us to explore opportunities for expanding the program or other ways that we can move forward.

Are there any other questions? It's really cool you guys are interested in this program. We are excited to be with you and present this information today.

Ivie Hatt (DMV/CED) – Yes, this is a really, good program. I think it used to be called the Voluntary Vehicle Repair Program many years back, and it was a great program. And when Clark County previously gave an update and stated they may possibly not continue with it, as a committee we were curious as to why not.

I hope you really do continue with the program. I think Glenn is right that in 2024, you're going to see real data coming out of that program. And with your lessons learned and things you feel you should adjust, see if you get more public involvement, that would be phenomenal. I just think it's a great program.

Rebecca Choi (CC/DES) – Thank you for your time, everybody. Feel free to email or call me if you have any follow up questions.

Ivie Hatt (DMV/CED) – Thank you, Pedro, and thank you, Rebecca.

9. Informational Items

A. No Informational Items

10. Public Comments

A. No Comments

11. Next Meeting & Adjournment

A. The next IM Committee meeting is scheduled for Tuesday, April 9, 2024, at 2:00 pm.

B. Today's meeting adjourned at 3:01 p.m.