# LOUISIANA USED MOTOR VEHICLE COMMISSION STATE OF LOUISIANA 

REGULAR MEETING
DECEMBER 13, 2021
BEGINNING AT $9: 30 \mathrm{~A} . \mathrm{M}$.
HELD BY VIDEOCONFERENCE
3132 VALLEY CREEK
BATON ROUGE, LOUISIANA REPORTED BY: BETTY D. GLISSMAN, CCR

APPEARANCES:

CHAIRMAN: MR. RICHARD WATTS

COMMISSIONERS PRESENT: MR. TRAVIS BROWN

MR. JEFFEREY BRITT
MR. TONY CORMIER
MR. RICKY DONNELL
MR. GEORGE FLOYD
MR. MATTHEW PEDERSON
MR. JOHN POTEET

REPRESENTING THE LOUISIANA USED MOTOR VEHICLE COMMISSION:

ROBERT W. HALLACK, ESQUIRE HALLACK LAW OFFICE 13007 JUSTICE AVENUE
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SHERI MORRIS, ESQUIRE
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## ALSO PRESENT:

MS. KIM BARON
MR. DEREK PARNELL
MS. MONA ANDERSON
MR. MONTIE WISENOR
MS. TONYA BURKS
MR. JOHN McKOWEN
MR. BOBBY HINES

MR. WATTS:
Roll call to order, please.
MS. BARON:
Richard Watts?
MR. WATTS:
Here.
MS. BARON:
John Poteet?
MR. POTEET:
Here.
MS. BARON: George Floyd?

MR. FLOYD: Here.

MS. BARON:
Tony Cormier?
MR. CORMIER:
Here.
MS. BARON:
Matt Pederson?
MR. PEDERSON:
Here.
MS. BARON:
Jeff Britt?
MR. BRITT:

Here.
MS. BARON:
Ricky Donnell?
MR. DONNELL:
Here.
MS. BARON:
Travis Brown?
MR. BROWN:
Here.
MS. BARON:
Michael Russell?
MR. RUSSELL:
(No response.)
MS. BARON:
Mr. Chairman, we have a quorum.
MR. WATTS:
Thank you. Do y'all want to back up?
Jeff, do y'all want to do Pledge of
Allegiance right quick before we get started.
(Pledge of Allegiance.)
MR. WATTS:
All right. Kim, do you have any
public comments?
MS. BARON:
No, sir. We do not.

MR. WATTS:
All right. We have adoption and approval of minutes for September '21. I don't think we approved anything since September ' 21 , have we?

Anybody have any questions? We will go to items for discussion. MR. PEDERSON:

Do you need a motion?
MR. WATTS:
I need a motion.
MR. PEDERSON:
So moved.
MR. BRITT:
Second.
MR. WATTS:
Okay. Items for discussion,
financial matters. We are going to listen to Mr. John McKowen.

MR. McKOWEN:
Thank you, Mr. Chairman. I audited your financial statements as of June 30 th of this year. If you look on page 1 just after the table of contents in your packet, I always point out that the financial statements are the
responsibility of management. My responsibility is to offer an opinion about whether $I$ think they are fairly presented. On the top of page 2, I say, "In my opinion, the financial statements are presented fairly in accordance with generally accepted accounting principles."

I am going to skip over the next section that's management's discussion and analysis. We always skip over it. It just discusses the numbers that we are going to look at anyway.

So on page 11 is the statement of net position. That's your balance sheet. You ended the year with a little over 20 million dollars in current assets; the biggest part of that was cash. You had almost a million-nine in cash. You had CDs of $\$ 750,000$. And you had accounts receivable that's primarily from fines and hearings. You had 380,000 there. You had non-current assets, that's your building and the vehicles that the inspectors drive. Netted depreciation, you had 152,000 there. So your total assets were right at 3 million-2. Deferred outflows of resources,
that's nonsense that has to do with pension and other post-employment benefits. It's -- to me, it is just more confusion. You had current liabilities of 257,000. The biggest part of that is unearned revenue. That's the second year of your two-year licenses.

Page 12 is a continuation of the statement of net position. You ended the year with non-current liabilities with a little over 4 million dollars. You had deferred inflows of resources. Again, that's connected to your pension liability and the other post-employment benefits.

So you ended the year with a negative 737,000 in net position. And the reason for that is all of this pension liability and the other post-employment benefits that they made us disclose in the last few years.

On page 13, that is your statement of revenues, expenses, and changes in net position. Your total revenues for the year were just over a million dollars. Your expenses were a million 4. So you had a loss for the year of a little over $\$ 300,000$.

We are going to talk more about why
that happened in just a minute. So, again, your end of the year was a net position of a negative $\$ 700,000$.

Page 14 and 15 are your statement of cash flows. That's a reconciliation of your operating income. Or, in your case, your operating loss and your decline in cash for the year. There is not a whole lot of difference there so we are not going to go through that. Starting on page 16 is the notes to the financial statements. The only thing that I want to talk about is at the very bottom of page 20, during the year 2020, the State Legislature enacted House Concurrent

Resolution 71 which suspended the license fees of your dealers for a year. So starting in July of this year, you were able to re-institute those fees. Actually, you went back and charged some fees for the second half of the calendar year. And so you just don't make up the revenue that you suspended last year in this current year that we are in right now.

So I want to thank Sheri for reading this little note and helping with the language
on that. I am going to skip over the rest of the notes.

Page 38 is your budget comparison.
Everything looked fine there. Page 46
discloses your per diems. Page 47 discloses Derek's salary and benefits.

Page 48 is my report on internal control and compliance. I had no findings there.

And, Mr. Chairman, that's my report
for the year.
MR. WATTS:
I need a motion.
MR. BRITT:
I make a motion.
MR. WATTS:
I have a motion. I need a second for
approval.
MR. FLOYD:
Second.
MR. WATTS:
Any questions? Does anybody have any questions?

MR. POTEET:
I have a comment. I wanted to note
that this is testimony to the good accounting practices that we have at the Commission. You know, everybody -- not everybody, but a lot of people like to complain about government, how wasteful we are and how things are not done very well. But $I$ want to congratulate Mona and her staff and the entire staff of the Commission for having another good audit which has been several years that we have had really good audits. So I just want to say thank you to Mona and the whole group there.

MS. ANDERSON:
Thank you.
And thank you, John, for doing the audit for us this year. MR. McKOWEN: Okay. Thank you, Mona. MR. WATTS: That's it. We will go to Montie. Montie, do you want to do your investigative report?

MR. WISENOR:

> Yes, sir. We have --

MR. PARNELL:
Mr. Chairman.

MR. WATTS:
Yes.
MR. PARNELL:
We also still have, under financial
matters, review of the financial report for September, October, the proposed budget, and the resolution for the fiscal year.

MR. WATTS:
Oh, I am sorry. Yes, that is what we come here for. Back it up. Let's review that. Travis, or who takes the lead on this? Is that you, Derek?

MR. PARNELL:
That's Mona.
MR. WATTS:
Mona.
MR. PARNELL:
Financial report, yes.
MS. ANDERSON:
Okay. So you should have received the financials for September and October. We are just going to go quickly through these.

On the September statement of net position, which is your balance sheet, the balance in the operating account was
$\$ 1,834,000$. And your fines, accounts receivable included that Car King fines that were charged in the July meeting. Non-current assets remain the same. And the current liabilities are normal balances.

On page 2 in the long-term
liabilities, that contains $\$ 200,000$ of your 2022 funds. On page 3, your statement of expenses -- I am sorry, statements of revenues, expenses, and changes in net position, which is like your income statement, your year-to-date revenues were $\$ 458,700$ compared to 155. The prior year, that increase is due, as John said, that we started collecting some of the HCR 71 fees from last year in this fiscal year. However, we still have roughly about 150 dealers that have not paid or responded so we are still waiting on those. On page 4, the salaries and related benefits were $\$ 27,618$ higher than the previous year, and that's due primarily to rate increases by the Office of Group Benefits. The remainder of the expenses were higher, also, at around \$14,000.

And on page 5, the change in net
position would be a positive $\$ 78,435$ compared to a negative 180,000 -- 183,600 the prior year. Again, that's due to collecting last year's revenue starting in July.

Turning on to the four-year revenue comparison -- I am sorry. I skipped one. The year-to-date budget to actual expenditures are shown there in a graph pretty much what is expected this time of year. On page 7 is the four-year revenue comparison. And that report shows the comparison of the revenues. The fee revenues are higher since it included last year's revenue. However, the fines, the operating account interest, and the CD interest are down. Fines are down 67 percent. The operating account interest is down 90 percent. And the interest on the $C D s$ is down 88 percent. On page 7 is the certificate of deposit report.

THE REPORTER: Mona, you are muted. MS. ANDERSON: Sorry.

THE REPORTER:
The last thing you said was, "On page

7 is the certificate of deposit report." MS. ANDERSON:

Okay. Page 8 was the four-year revenue comparison and the graph. Page 9 is the CD report. And the only thing that changed was the b1 Bank CDs. And page 10 is the accounts receivable hearing. The increase there would be for Car King and the individuals that were under Car King being charged for those fines from July.

And so that would be the end of the September financials if you want to approve those.

MR. DONNELL:
Ms. Mona, I don't have my packet right here. All of the people at Car King paid their fines?

MS. ANDERSON:
No, sir. We have not received any payments yet. Sheri and Kim, do y'all want to speak to that?

MS. MORRIS:
With respect to Mr. Talley, he filed bankruptcy -- a bankruptcy petition. We filed a complaint contesting the discharge of the
fine and costs. The lawyer -- we have been in touch with the lawyers and they have agreed that our fine and costs are not dischargeable in bankruptcy. I request -- they requested a payment plan. I asked them to submit it so that it could be reviewed at this meeting. We did not receive the payment plan yet. It is my understanding that they intend to make a payment plan. And then at that point, I can file that with the court as a stipulated judgment to dismiss our claim. Hopeful, I will receive that that week.

So I would ask that you authorize your executive director, Mr. Parnell, to approve a reasonable payment plan so that Mr. Talley's fines can be taken care of outside -- with the agreement with the bankruptcy proceeding.

MR. BRITT:
How much is Talley's fine?
MS. MORRIS:
I don't have that in front of me. Do you have that, Mona?

MS. ANDERSON:
We have got 13,000. They divided
that amount up between the three of them. It came out to be $\$ 13,333$.

MR. BRITT:
We have already given them -- if we go back and look, we gave Mr. Parnell authority to negotiate those in that amount without having to bring it to us. I can't remember what cap we put on it.

But, Derek, can you remember what we did? I mean, other than that it comes under your purview without having to bring it to us. MR. PARNELL:

Yes. I don't recall the total cap, but I will look back in my notes on that. MR. BRITT:

That's going to be it, so. You won't
need to ask us for anything. MR. PARNELL:

Okay.
MR. BRITT:
Just collect it.
MR. PARNELL:
Okay.
MS. MORRIS:
I think Kim is making the claim
against the bond portion. She can address that.

MS. BARON:
Yes. That would be taken care of probably next week or so. We are going to go ahead and submit to the bond company, because they have had ample time to contact us. And the only one that sent anything to us was Mr. Talley. And he had -- he has requested a meeting to talk about his repayment, so. MR. DONNELL:

Who was the dealer?
MS. BARON:
Car King.
MR. DONNELL:
Who was -- who got the license?
MS. BARON:
Well, there was Zach Green. And
Talion Talley and Ronnie Ward. Zack Green is the one that was at the dealership all of the time.

MR. DONNELL:
Right. He is actually the dealer?
MS. BARON:
Yes. He was the only active dealer.

I mean, the other two were dealers, but they are not as active as he was. Montie -- all of the dealings and stuff that we had and that Montie had were with Zach Green.

MR. DONNELL:
Sure. Surely we can collect our money off the bond, huh?

MS. BARON:
The individual fines that y'all did for Zach Green and Talion Talley and Ronnie Ward, those cannot be collected off of the bond. The only thing that $I$ can collect off the bond is the ones that were made toward Car King, LLC, which is the 89,000. And, yet, we can only apply for 25,000 of that because that is all the Legislature -- our statute allows.

So I will be applying for 25,000 from
their bond. The rest will be on them. And if they do not pay that, then $I$ will send it on to accounting and they will forward it to the collection. We will expect to see that remainder.

MR. WATTS:
Do we send it to the Attorney
General's Office for that?

MS. BARON:
Yes, sir.

MS. ANDERSON:
Mr. Chairman, we still need a vote on that financial statement.

MR. WATTS:
All in favor, "aye"?
MR. BRITT:
You need a motion.
MR. DONNELL:
I so move.
MR. BRITT:
Second.
MR. WATTS:
All right. We have the 2022 proposed budget. Mona.

MS. ANDERSON:
We are going to go over the October
financials first.
MR. WATTS:
First, October.
MS. ANDERSON:
I am going to run through these
quickly since, you know, it's past already. In the financial, the statement of
net position as of October 31 , the total in the bank account was $\$ 1,819,580$ and that was a decrease in funds. The fines accounts receivable were the same as September since we did not meet. And the non-current assets decreased due to taking surplus in some equipment off at audit -- taking it off the books.

Current liabilities had normal
balances. The long-term liabilities for the -show the 2022 and 2023 liabilities of $\$ 224,255$. On page 3 is your statement of revenues expenses and changes in net position. And your year-to-date revenues went up to $\$ 525,055$. Salaries and related benefits were approximately the same as the prior month and the remainder of the expenses were normal.

The change in net position was a positive $\$ 25,935$ compared to the negative 244,000 from the prior year. And, again, that's because we are collecting last year's revenue this year.

The year-to-date budget to actual expenditures is pretty much like the one before in September. And the -- all of the expenses
were normal. On page 7, the four-year revenue comparison, the year-to-date revenues increased as we are beginning to collect the '22-'23 renewals. Then there is a graph of that same thing. The CD report was the same. And the accounts receivable hearings report was the same.

And so unless there are any questions, Mr. Chairman, that concludes the report on the financial statements.

MR. WATTS:
I need a motion for that one.
MR. CORMIER:
I make a motion.
MR. WATTS:
I need a second. Second anybody?
MR. FLOYD:
Second.
MR. WATTS:
All right. The proposed budget for next year '22-'23 coming up. Mona.

MS. ANDERSON:
So you got a copy of the proposed budget. And, as always, we start sort of in the middle of the paperwork on page 6-A has the
detail of the salaries. And the '22-'23 salaries increased. We included increases is approximately the same as the Civil Service market adjustments that were budgeted for last year. The retirement contributions by the agency increased and our portion of the -- the agency portion of it is 39.5 percent of the retirement contributions.

In January of 2022, group health
insurance will increase approximately 5 to 6 percent on all plans for both the employee and the employer. And we budgeted 10 percent increase here in this next budget.

On page 6-B, we have -- we have compensation for the Commissioners both the travel and we have the attendance on pay. And then all of those figures are carried forward to page 6 which shows the total salaries and the related benefits. Page 7 has the travel reimbursements for staff. A 5 percent increase was budgeted for '22-'23.

Page 8 has the operating expenses. We increased the operating expenses 5 percent over the '21-'22 budget. All of the categories are pretty self-explanatory except for
maintenance. Others which includes things like our lawn, janitorial service, lawn care, that type of thing. Miscellaneous expenses include bank fees and the merchant fees for the online fee transactions when our dealers go online for -- to renew their licenses.

Page 9 has our professional services contract. And all of those are budgeted at the total of the contract as a precaution.

Page 10 is our IT-related expenses.
And so we are anticipating CAVU being $\$ 40,000$. And the other software would be the accounting software and similar other programs that we use. Zoom is being budgeted there. And then other equipment would, like, small printers and things like that.

So on page 2, the budgeted
expenditures for the '22-'23 year were $\$ 1,917,310$. And on page 3, the summary of our net position shows that the budgeted revenue and expenses and estimated -- comes to an estimated -- an estimated net position of a negative $\$ 692,859$.

So unless anyone has any questions, that concludes the report on the budget.

MR. WATTS:
Open for questions. I know we got
some somewhere.
MR. DONNELL:
Is Derek on there?
MR. PARNELL:

> Yes, I am.

MR. DONNELL:
Not singling you out or nothing. You are not Civil Service, are you?

MR. PARNELL:
I am considered an unclassified employee. Most of the rules of Civil Service, I still have to follow, yes. But I am considered an unclassified versus a classified employee.

MR. DONNELL:
Right. So that sets your salary
schedule?
MR. PARNELL:
No. You-all set my salary schedule. MR. DONNELL:

All right. I didn't remember meeting on that. MR. PARNELL:

Yes. As the executive director, my salary, it's whatever you-all have me set at. The budgets adjustments, that's what was going on with those.

MR. DONNELL:
Okay. Just asking the questions. I know the auditor said something about it and I didn't know if Civil Service set or we set it. That's all that you have.

MR. WATTS:
Travis, do you have a comment on the budget?

MR. BROWN:
I have a question. On the budget being in the red, Ms. Mona, for next year, is that after everything is equalized and backed out collecting the funds from the year and everything?

MS. ANDERSON:
Well, you know, we don't know yet
what we are going to end up this year. If you
turn to that page 3 and you noticed the 2021, you see the beginning fund balance there, that's the one that shows up on the audit. So that's a negative and that carries forward
throughout. We have lost revenue. It is not just the fine -- not just the fees, which are coming in now, but we still have this 150 people who have not paid. So some of them may be out of business. I don't know, but they have not responded.

Okay. So in addition to that, when I went through this, our CD interest, our bank account interest, our fines are all down significantly. So all of that affects that bottom line. Now, this -- the budget that we are looking at is going to begin on July 1 of '22. Okay. So I don't -- I can't tell you that exactly, but given the figures that are in the budget for this year -- for the coming -for the '21-'22, then that still puts us in a negative position.

Now, can we make, you know, we were at -- see, on the budget last year, we were in a negative position then. So, you know, if we can make that up on increased fines or some sort of fee increases or, you know, I don't know, but.

MR. BROWN:
Can you and your team and Derek put
up some kind of recommendation together on what we need to do to get everything balanced out? As far as -- I still don't know what we can raise and what has to be done by the Legislature. Can y'all put up something together and bring it to us to get this budget and everything back in balance?

MS. ANDERSON:
Derek, do you want to -- is there something that we have already done already? He kind of talked about this a little bit. MR. PARNELL:

Yes. We kind of looked at a lot of the -- I don't know if it's in your packet this month. It was supposed to be in your packet, I know, last month. We kind of looked at the fee schedule that we have out there for our agency as a whole. And I did speak with Sheri. Quite a bit of the fees that we have out there have to be legislatively increased. There are a few things that we can make some adjustments here with in the office, kind of more of our policy and our procedures. But most of all of the actions that is out here on the fee schedule have to be increased, but that's something that
has to be legislatively done. And that's proving not to go over so well with the Legislature in the past years.

The fines that's associated with a lot of our dealers, that's something we can pursue much more aggressively, but I know in the past, you know, with COVID and some of those issues and concerns that was coming up was a lot of fines that was being out there. We kind of fell back on that a bit and tried to give the dealer an opportunity to, you know, get themselves back on their feet. But a lot of the -- but we try to put something together to give you a little bit more of a formula, what we can do, what we cannot do, where we are and what our plans are to try to increase our funding.

MR. BROWN:
I would rather see it done. I don't
want to see a bunch of fines going out or
raising fines and going after people. I'd rather see it done on other side if we can put something together and we can take a look at. You know, just recommendations.

MR. BRITT:

Can you compile -- I didn't mean to cut you off, Travis.

Can you compile a list of a fee schedule that we can do without going before the Legislature, Derek?

MR. PARNELL:
I can compile a list. But as far as -- just about all of the fees would have to go through the legislative process to get any increase on it. There are a few times in there that are within our policy and procedure that we can make some adjustments to. For example, we have lapsed in insurances. If a dealer lapses in insurance, we have a fee that's associated with that, but we do not have a fee as it relates to the bond. Some of those smaller things along that nature, we may -- I believe we can do something in regard to those -- those items. MR. BRITT:

One -- two particular questions of interest for me. A salesman license, can we do that? Or does that have to go before the Legislature?

MR. PARNELL:

That has to be legislative.
MR. BRITT:
Okay. And a dealer's license.
MR. PARNELL:
All of the dealer's license, all salespersons' licenses all has to be done legislatively.

MS. MORRIS:
Derek and I looked at the fee
schedule, and, you know, fees generally have to be approved by the Legislature. It is two-thirds of each house. Past years that's been difficult. There are a lot of legislators that didn't believe any fee should be increased. But there is the opportunity to do that. There are -- the only -- and I don't know that it is going to make any significant impact at all, is the way that you're applying the fees for, like Derek said, an insurance lapse or a bond lapse. I think we could apply a higher fee than is being applied in those cases. But those are not really significant numbers. And, you know, those are the activities that the dealers can avoid by getting their insurance and their bonds renewed
timely.
So it's not probably going to
significantly change your revenue. In order to significantly change your revenue, you would really have to go to the Legislature.

MR. BRITT:
Well, I think we could compile a list of what needs to be changed and we need to got to the Legislature. And, I mean, some of these are absolutely ridiculously cheap. I mean, a salesman person's license, $I$ mean, $\$ 25$, that's ridiculous. It ought to be more than a year. It costs each one of us more than that to operate to do things. A dealer license, it ought to be higher than $\$ 400$ a year. I mean, you probably don't want to hear that from me, but, I mean, you dealers, it's just too low. We need to make the list and see what we can and what we can take and see what battle we can win and what battle we can't win.

MS. ANDERSON:
One of the things we talked about was
putting a late fee on the salesman's license because, you know, a lot of good dealers send in their salespeople's applications and fees on
time. And a lot of them don't. And they wait until midyear to pay for it. And there is no penalty like there is on the dealer license. So that's something that probably would get us some money on a larger scale.

The insurance lapse, you are not talking back, you know, right now in the height if we get a couple of them a week. So you are not talking -- they are a hundred dollars or so, you know. It's not going to be a lot of money.

MR. WATTS:
Can we implement that now on the salesman's license? Or do we have to do that through the Legislature to do that, too?

MS. ANDERSON:
I think so.
MS. MORRIS:
You have to do it through the Legislature. You can do it administratively, you know, if you send them a notice saying that it's late and, if not, we can have an administrative hearing on people that don't have timely renewed licenses, but there is a cost. We can certainly set up a process that
the staff could follow. But, I mean, it is a violation for a salesman to be operating without a current license.

But the cost of, you know, doing
certified mail is over $\$ 7$ now. So just sending the notices, you know, is costly. And then you can certainly settle with them for, you know, some sort of late fee that you-all would pre-approve. But that $\$ 25$, it is kind of -- I don't know whether initially you would not make money on that. Like, later or you might change the behavior of the dealers to pay it earlier and to avoid initiating that process. But is that going to net result any funds, that's questionable.

Mr. Poteet, you are talking but are on mute.

MR. POTEET:
I just said -- I mouthed the words
"not much." I mean, you pointed out it's -you know, you got a $\$ 25$ license and you also have got to your point, you are not supposed to be operating. Really, there is almost no such thing as late. You know, you are in violation. MS. MORRIS:

Right, right.
MR. POTEET:
So I don't know about that. I would be more inclined to say let's try to raise the $\$ 25$ to some other number. I don't have any feel for that. I don't operate in that environment. I have to have one salesperson every year just because it is part of our requirements. But we don't -- we don't sell to the public so we don't really do anything with our salesman's license. So $I$ don't know if the typical dealer needs five of these a year, ten of these a year, or a hundred of these a year. So the economic impact seems small to dealers but it's still, you know, I wouldn't be the right person to ask about that. But if we are going to do something, $I$ think a late fee doesn't make sense for the very reason that you are in violation. You can't be late because you are in violation.

MR. BRITT:
I agree with John. I think we do, like on the salesmen, we need to come up with a happy number and go with that position. You burden them down with the process and, Sheri,
like you said, $\$ 7$ to send out a notice. And you drag them in there and do all of that. You haven't done anything. You wasted more money than you can make for the simple adjustment of the license. I've ran the numbers. I mean, I have got an idea in my mind of what $I$ would think it should be, but $I$ don't want to say it right now, but.

MR. PEDERSON:
Not that it matters, does anyone know
what the licenses are on the new car side?
Just for comparison.
MS. MORRIS:
I believe they are much higher. I
represent a licensing board that has the majority of their licensees that are individual licenses are $\$ 25$. They have gone to the Legislature multiple times to raise it to \$50 and that didn't pass. And most recently they asked for a $\$ 10$ increase and that did not pass. They are going to go back to the Legislature and ask for another $\$ 10$ increase this year and hope to get it, because they are in a situation where they have depleted their fund balance.

It has been difficult and the
industry has not opposed it. It is not the industry that opposed it; it's legislators that won't vote for a fee. So you have to kind of balance that as well or kind of get some information as to whether you can get -- we have had difficulty getting an author to sponsor it because it has a fee in it. And then we have had difficulty getting it through the process. So you might want to do some kind of some research on that as well. Because fees are kind of not looked at favorably and haven't been for many years. So it's somewhat difficult to get.

MR. BROWN:
When is the last increase we had? Or
have we ever had one?
MS. MORRIS:
I don't know the year, but it's been quite a while.

MR. BRITT:
To be tactful, Sheri, it's about the approach and who is leading the approach. So my suggestion would be, Mr. Chairman, is that after we get through with Christmas, let's some of us meet with Derek and sit down and come up
with a game plan and we can -- after Christmas you can get -- we can get with you and you plan on what day and we will meet with Derek and come up with the proper approach. I am trying to be tactful, Sheri, but $I$ think that you know what I am talking about.

MS. MORRIS:
Absolutely.
MR. BRITT:
It is about who delivers the message and how it's delivered. And it clearly needs -- needs a new message delivered, so. MR. BROWN:

Derek, can you put us an all of the above approach with everything on the table and then we can kind of, you know, pick it up from there? And then when we do come meet later, we can have everything laid out.

MR. PARNELL:
Yes. I can work on something like
that, yes.
MR. PEDERSON:
The public tag agencies and the State, we just raised our fees. They raised that in the legislation. I think they went
from where we could charge $\$ 18$ per transaction to 23. So maybe whoever led that charge maybe -- maybe we can seek them out, you know. They were able to get that raised. But I am not sure who did that.

MS. MORRIS:
Right. That will be a good idea to look at who is the author of that proposal. MR. PEDERSON:

Right. That's what $I$ was thinking. MR. WATTS:

Sheri, if they are going to raise their fees, these other agencies that you work with, we can all work with them to get it all together.

MS. MORRIS:
That might be a good thing as well, you know, to work with other -- you know, to look at the pre-filed bills and maybe work with the other agencies. But there are licensing agencies, very few of them have had fee increases in a long time which impacts the, you know, the technology that they can employ, the employees' health insurance increases, retirement fees increase, you know. And so to
live on the same budget that you had more than 10 years ago is unrealistic in a lot of cases where you don't have increases in the number of licensees that are significant.

And probably these fees might have been set before some of the licensees were split off and moved to the new vehicle commission, the recreational dealers.

MR. WATTS:
Yes.
MR. DONNELL:
Speaking of tag agency, where are we on ours? I know we are close. MR. PARNELL:

We are very close. Yes, we are very
close. I was going to discuss it in my section in my report at the bottom.

MR. DONNELL:
Okay.
MR. WISENOR:
I have a quick question. When we
changed from one-year license to two-year licenses, did we have to do that through the Legislature as well?

MR. PARNELL:

Yes.
MR. WISENOR:
I was wondering about the salesmen's licenses if that was ever discussed about making them a two-year license as well. MR. PARNELL:

Initially, it was discussed, but the Commission decided to continue with the salesperson's license annually, because in most instances there are a lot of turnover sometimes with sales persons. So the Commissioners decided to go ahead and move forward. And we did have to go legislatively to change the language in order for us to do a two-year license. But the fee technically didn't change. It was $\$ 200$ for one year and so we just -- it became $\$ 400$ for 2 years. But, as I stated, the salesperson's license was decided to vote -- to stay one year.

MR. WISENOR:
I didn't know if that generated more revenue upfront versus -- and then, like you say, if there was a turnover, whether there was a turnover or not, if it had to been done legislatively. If a salesman left and went, it
would just create more revenue on that end whether they turn over quickly or not. Okay. I am sorry.

MS. ANDERSON:
It might help with those that don't re-up each other that didn't send it in, I have seen that where they don't send in a renewal application even though they are working. So a two-year might help do that. Not much on the way of what you would get off of that because the interest rates are so low. MR. WATTS:

All right. Anybody got any more questions? Do I need to make a motion or resolution for the adoption of next year's budget? We did all of that already. MS . ANDERSON:

I don't think that you have done that get.

MR. DONNELL:

> I will make a motion.

MR. WATTS:
I need a second.
MR. BRITT:
Second.

MR. WATTS:
All right. Adopted.
MS. BARON:
Mr. Chairman, I do have a resolution that needs to be signed by you. So I can email it to you or you can come by the office.

MR. WATTS:
I will come by after the meeting. I have things to do on that side of town so I will stop by there. MS. BARON:

Okay. Thank you.
MR. WATTS:
If that's done, we've covered all of that. Compliance investigator report. That will be Montie.

MR. WISENOR:
Yes, sir. I have the monthly
production report, the field totals for the months of September, October, and November of 2021. September numbers, there were three audited -- three audits conducted. One notice of revocation delivered. 47 site visits conducted. Zero cease and desist. There were 11 consumers assisted with receiving title or
registration. There was one violation issued. There was one refund assisted and receiving of $\$ 36.47$. That would be late fees for the taxes for a consumer. There were 10 cases closed that were assigned. There were 28 closed that were not assigned. There were 17 physical inspections conducted. That was for September. October, was also three audits conducted during that month. One notice of revocation delivered. 52 site visits conducted. There were 12 registration or titles for consumers that we assisted in receiving. There was one violation issued. There were two refunds that total \$4,532.39. There were 23 cases closed that were assigned. There were 22 cases closed that were not assigned, and 22 physical inspections conducted. That's October of 2021 .

November, there were two audits conducted. There were no notice of revocations delivered. There were 38 site visits conducted. There were no cease and desist issued. There were 19 titles or registrations for consumers that were assisted in receiving. There were five violations. There were three
total refunds assisting consumers received that total $\$ 7,375$. There were 22 cases closed that were assigned. 22 -- I am sorry. 14 cases closed that were not assigned and 22 physical inspections conducted for the month of November of 2021.

And those are the field totals for those three months. MR. WATTS:

Thank you, Montie. I don't need a motion or nothing on that, do I?

Does anybody have any questions for Montie?

If none, Derek.
MR. PARNELL:
Yes, sir. Just to go back to what Commissioner Donnell was asking about, an update with the public safety, public tag agent. For the past two weeks we have been doing Zoom calls, teleconferencing. And a person from OMV came over for some training with us regarding the dealer plates. We have -- we do have connection with Office of Motor Vehicle as we've always had in the past. But as it relates to the new commissioners that
they have given us, we are having some connection issues. We are working through those connection issues. It is showing on Office of Motor Vehicle side, but we just don't have full capabilities as of yet.

So what Office of Motor Vehicles is
working on right now, they are going to conduct a full reboot on the program -- on their program. And so what they found is in the past that's helped the public tag agents. They said that they haven't seen it operate in this function in quite some time, but what they have done in the past is reboot that program connection with that PTA that was having the concern would solve the problem. And that's where we are at now. Matt. MR. PEDERSON:

I am just saying good luck. MR. PARNELL:

But that's where we are right now
just to try to get that functionality. We have been on with our IT people there, our IT
people. Just trying to go through that process to find out exactly why and where that connection concern or that issue is coming
from. And that's where they have gotten to the point right now that that's a concern.

Once that's done and up and running, we are going to send out a mass email to the dealers. But early in the process of -- I am not going to send out a mass email notifying dealers that we have the ability to do it right away. I just wanted to see how it functions for a few months and how it works with us and what kind of process we have in place that -you know, I just want to see how it really works before $I$ send out a mass email to all of other -- to the dealers and notifying them of that.

So I will keep you updated and notified about any other changes. Really once we get going, I will let you know. So that way we can, you know, start on a small scale actually issuing the public tags, the dealer plates.

One other thing I wanted to just bring up with everything, there is not a lot this month. But the state ID cards, I have received a few ID card pictures from commissioners. And please, if you will, I do
want to try to move forward with getting these things taken care of and done so I can get these ID cards ordered and issued. I have pictures for a few of you, but $I$ also will need a signature. So if you can take a signature and send that as well with your picture, that way I can add that to that ID card. But if there is no other question or comments, $I$ will be working on trying to put something together so we can look at these fees and ongoing. So if you have any other questions, comments, or concerns, please let me know.

MR. DONNELL:
Did you get my emails on my renewals? MR. PARNELL:

Did I get what?
MR. DONNELL:
My email on my renewals where $I$ sent you my renewal stuff?

MR. PARNELL:
As it relates to?
MR. DONNELL:
Our dealer plates.
MR. PARNELL:

> Yes, yes.

MR. DONNELL:
Okay. If we can get ahold of Jill and have her come down Thursday afternoon and maybe we can run through it and see.

MR. PARNELL:
Well, it's not actually connected right now working, but maybe by Thursday we will be okay.

MR. DONNELL:
If it is connected prior to that. MR. PARNELL:

Yes. You are going to be the first one.

MR. DONNELL: Okay.

MR. PARNELL:
I got your information and I already
told you, we are going to use you as our guinea pig, so to speak. So you will be the first one.

MR. WATTS:
Any questions for Derek?
MR. DONNELL:
Well, I agree with Mr. Parnell. We
don't need to send that mass email out, you know, we need to soft start this.

MR. PARNELL:
Yes, yes.
MR. WATTS:
That's good. All right, gentlemen, anything else? Thank you, Derek.

Items for next agenda. I guess it will be for -- I don't know what that means? What do we have for the next agenda? Do we have hearings?

MS. BARON:
We should be having a hearing next month in January. We have started working on it with the assistance of Mr. Hallack. So, hopefully, that will be up for the next meeting.

If you notice, the next meeting is the fourth Monday of January instead of third because of the third Monday of January is a state holiday and we will not be in the office, so.

MR. WATTS:
Okay. I plan on having the meeting at the office on the 24 th.

MS. BARON:
I am sorry.
MR. WATTS:
Meeting will be held at y'all's
office on the fourth Monday. I am hoping. MS. BARON:

I guess. I don't know. It remains
to be seen, I guess.
MR. DONNELL:
Without the pandemic holding it up, I got a call from the governor's office and boards of commissions say we need to get back down there. MR. WATTS: We can make an effort. MR. DONNELL:

You can never tell with what COVID is going to do. It can change your mind. MR. WATTS:

Well, gentlemen, if that's all that y'all have. I need a motion, I guess, to close the meeting. MR. DONNELL: So move. MR. CORMIER:

## REPORTER'S CERTIFICATE

I, BETTY D. GLISSMAN, Certified Court Reporter, Certificate No. 86150, in and for the State of Louisiana, do hereby certify that the Louisiana Used Motor Vehicle Commission December 20, 2021, meeting was reported by me in the stenotype reporting method, was prepared and transcribed by me or under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding.

This December 29, 2021, Baton Rouge, Louisiana. Louisiana.


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