

TEXAS DEPARTMENT OF MOTOR VEHICLES

MOTOR VEHICLE CRIME PREVENTION AUTHORITY
SENATE BILL 224 ADVISORY COMMITTEE MEETING

Hilton Downtown
Texas B & C Ballroom
815 Main Street
Fort Worth, Texas 76102

7:00 a.m. CT
Thursday,
July 17, 2025

COMMITTEE MEMBERS:

Sharon Jones, Chair
Robert Carson
Laird Doran (absent)
Todd Foreman (absent)
Josh Martin
Nathan Nguyen
Ricardo Porras
Stewart Prentice
Jaime Rodriguez
Tchad Taormina

STAFF:

William Diggs, MVCPA Director
David Richards, MVCPA General Counsel

ON THE RECORD REPORTING
(512) 450-0342

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CLOSED SESSION	
10. The Committee may enter into closed session under one or more of the provisions of the Texas Open Meetings Act, Government Code, Chapter 551, including but not limited to:	none
Section 551.071 - Consultation with and advice from legal counsel regarding:	
- pending or contemplated litigation, or a settlement offer;	
- a matter in which the duty of the attorney to the government body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas	

clearly conflicts with Government Code Chapter 551; or
 - any item on this agenda.

Section 551.076 - Deliberation Regarding Security
 Devices or Security Audits.

- the deployment, or specific occasions for
 implementation, of security personnel or devices; or
 - a security audit.

Section 551.089 - Deliberation Regarding Security
 Devices or Security Audits;

Closed Meeting.

- security assessments or deployments relating to
 information resources technology;
 - network security information as described by Section
 2059.055(b); or
 - the deployment, or specific occasions for
 implementation, of security personnel,
 critical infrastructure, or security devices.

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P R O C E E D I N G S

(7:08 a.m.)

MR. DIGGS: Good morning. My name is William Diggs, and I am pleased to open the meeting of the SB224 Advisory Committee of the Board of the Motor Vehicle Crime Prevention Authority.

It is now 7:08 a.m., and I am now calling the Advisory Committee meeting for July 17, 2025, to order. I want to note for the record that the public notice of this meeting, containing all items on the agenda, was filed with the Office of the Secretary of State on July 7, 2025.

Before we begin today's meeting, please place all cell phones and other communication devices in a silent mode, and please, as a courtesy to others, do not carry on side conversations or other activities in the meeting room.

I want to welcome those who are with us for today's advisory committee meeting. If you wish to address the committee or speak on an agenda item during today's meeting, please complete a speaker's sheet at the registration table. Please identify the specific item you are interested in commenting on, your name and address, and whether you are representing anyone or representing yourself. If your comment does not pertain to a specific agenda item, we will take your comment during the general

1 public comment period of the meeting.

2 In accordance with the department's
3 administrative rule, comments to the advisory committee
4 will be limited to three minutes. To assist each speaker,
5 a staff member will keep time. When addressing the
6 advisory committee, please state your name and you
7 affiliation for the record.

8 There are a few things that will assist in
9 making the meeting run smoother and assist the MVCPA in
10 securing an accurate record: please identify yourself
11 before speaking, speak clearly and slowly, do not speak
12 over others, and please ask the chair for permission to
13 speak and be sure to get recognized before speaking.

14 Before we begin today, I'd like to remind all
15 presenters and those in attendance of the rules of conduct
16 at our advisory committee meetings. The advisory
17 committee chair has the authority to supervise the conduct
18 of meetings. This includes the authority to determine
19 when a speaker is being disruptive of the meeting or is
20 otherwise violating the timing and presentation rules I
21 discussed.

22 Members, I will now move on to agenda item
23 number 1, roll call and establishment of a quorum. And
24 now I'd like to have a roll call of the advisory committee
25 members. Please respond verbally when I call your name.

1 Please indicate if you are present.

2 Member Carson?

3 MR. CARSON: Present.

4 MR. DIGGS: Member Doran?

5 (No response.)

6 MR. DIGGS: Let the record reflect that Member
7 Doran is not present.

8 MR. DIGGS: Member Foreman?

9 (No response.)

10 MR. DIGGS: Let the record reflect that Member
11 Foreman is not present.

12 Forgive me, sir, Member Nguyen.

13 MR. NGUYEN: Present.

14 MR. DIGGS: Thank you, sir.

15 Member Porras?

16 MR. PORRAS: Present.

17 MR. DIGGS: Member Prentice?

18 MR. PRENTICE: Present.

19 MR. DIGGS: Member Rodriguez?

20 MR. RODRIGUEZ: Present.

21 MR. DIGGS: Member Martin?

22 MR. MARTIN: Present.

23 MR. DIGGS: Member Taormina?

24 MR. TAORMINA: Present.

25 MR. DIGGS: Member Horton?

1 (No response.)

2 MR. DIGGS: Let the record reflect Member
3 Horton is not present.

4 MR. DIGGS: And Chairwoman Jones.

5 MS. JONES: Present.

6 MR. DIGGS: Thank you. We have a quorum, and
7 so please stand and let's say the Pledge of Allegiance.

8 (The Pledges of Allegiance - U.S. and Texas
9 were recited.)

10 MS. JONES: Thank you, Mr. Diggs.

11 Guys, I'm sorry for what you're about to endure
12 with my voice.

13 At our last meeting we discussed forming a
14 working committee, a working group, and it was going to be
15 formed of key members and stakeholders from the 224
16 Committee. So we met at Techemet, and once again we were
17 hosted by Stewart Prentice and Lars White.

18 And the working group consisted of Julie Dobbs
19 from PGM, Josh Martin from Texas DPS Regulatory, our other
20 member, Tchad Taormina, was there. We had Robert Carson
21 and Tolan Harding from the Houston Police Department, but
22 they were actually there to assist Commander Nguyen
23 because that was his first and they were there as
24 unofficial members. We also had William Diggs from MVCPA,
25 Michael Horton from PGM, and also David Richards, our

1 attorney.

2 So the meeting basically focused on the
3 tracking of catalytic converters and the issue of
4 identifying, because there are no identifiable numbers on
5 catalytic converters. So therefore, it is difficult to
6 fully get a true picture of how many are stolen. The way
7 catalytic converters are captured now in the TCIC, Texas
8 Crime Information Center, is by persons arrested.

9 So if you had one person arrested but he stole
10 300 catalytic converters, it just goes into TCIC as one.
11 So if you see one person, again, it cannot capture a
12 serial number. So there was a lot of discussion about
13 that.

14 There were some suggestions. Definitely we
15 need to link the catalytic converter to a year, make,
16 model, VIN in order to properly report those. But then
17 also, there were suggestions that perhaps at the
18 dealership level that those are etched on the catalytic
19 converter -- that's one solution -- before they get to the
20 consumers -- had those discussions. We also discussed the
21 difficulties of having 254 counties and how each county
22 would be affected.

23 Part of the discussion pertained to requiring
24 the grant conditions for grantees that you have to report
25 them. That's easy for those who are getting the funds;

1 that's easy to do that. So there was a lot of great
2 discussion about what we need to do, how do we need to do
3 it.

4 But I'm pleased to say it was not a meeting to
5 have a meeting, so we came up with some final suggestions.

6 Basically we all know by now that law enforcement
7 agencies, they can literally go to a recycling entity,
8 sell those catalytic converters as part of a court-ordered
9 disposal, and not need a license. You don't need a
10 license.

11 So we also discussed the fact that they would
12 have to have a form or something that's approved by the
13 agency head or the designee to show that the law
14 enforcement agency has followed the disposal
15 recommendations by the court and that they're there under
16 the ability to sell the converters. There was discussion
17 to make sure that when law enforcement did go to the
18 recycling entity that they're actually there in their
19 profession and not as a personal gain. So we had those
20 types of discussions.

21 Also, very important is educating our district
22 attorneys letting them know about asset forfeiture. And
23 MVCPA, led by William Diggs, he's going to make sure that
24 there's some shell forms, especially for those agencies
25 who do not have legal onboard -- will have examples of

1 shell forms that they can use. And both William and David
2 Richards will present to prosecutors at some point this
3 year.

4 And that is the end of the report for that
5 meeting.

6 MR. DIGGS: Thank you, ma'am.

7 So I want to go ahead and jump back in and what
8 I would like to do now is go through and have the
9 committee members just tell briefly about themselves.

10 So I will go ahead and start off with Member
11 Carson, if you'll just tell us briefly about who you are,
12 sir.

13 MR. CARSON: Good morning, sir. Thank you,
14 Chairman.

15 My name is Robert Carson. I'm a sergeant with
16 the Houston Police Department, and I supervise the metal
17 tech unit. Houston is one of the few departments in the
18 state that actually has a metal tech unit, and part of our
19 responsibility is going to the metal recyclers and
20 inspecting their yards, looking for stolen material,
21 making sure they're abiding by all the provisions in 1956.

22 And so I have six detectives that work for me and that's
23 what we do.

24 Thank you.

25 MR. DIGGS: Thank you, sir.

1 And Member Nguyen.

2 MR. NGUYEN: I'm Nathan Nguyen. I'm captain
3 [inaudible]. My previous time [inaudible] --

4 MODERATOR: Sir, please speak into the mic.

5 MR. NGUYEN: Nathan Nguyen, captain with the
6 Houston Police Department. I'm currently assigned to the
7 Auto Theft Division. Prior to that I was with Property
8 and Financial Crimes for two years working with Sergeant
9 Carson, especially with the metal theft taskforce.

10 We did a lot of catalytic converter theft with
11 that taskforce. So being transitioned to motor theft
12 about three months ago, I continued my mission with
13 addressing this issue that we're facing right now. Thank
14 you.

15 MR. DIGGS: Thank you, sir.

16 And Member Porras.

17 MR. PORRAS: Good morning. Rick Porras. I'm a
18 taskforce commander for the El Paso Police Department.

19 I have 30 years experience in law enforcement,
20 15 of which has been in auto theft. I have experience
21 with investigations and administration, and I'm also in
22 charge of the branch taskforce and the catalytic converter
23 grant.

24 MR. DIGGS: Thank you, sir.

25 And Member Prentice.

1 MR. PRENTICE: Good morning. My name is
2 Stewart Prentice. I'm one of the managing partners at
3 Techemet. We are a recycler and smelter of catalytic
4 converters and we extract precious metals from the
5 converters and deliver them back to industry.

6 MR. DIGGS: Thank you, sir.

7 And Member Rodriguez.

8 MR. RODRIGUEZ: My name is Jaime Rodriguez.
9 I'm a lieutenant with the Laredo Police Department. I'm
10 formerly the field operations supervisor for the auto
11 theft task force, now I head up the Vehicle Investigations
12 Operations Bureau and I'm also on assistance [inaudible].

13 MR. DIGGS: Thank you, sir.

14 And Member Martin.

15 MR. MARTIN: Good morning. Josh Martin. I'm a
16 compliance enforcement specialist with the Regulatory
17 Services Division at DPS.

18 I've been with the department for 16 years.
19 I've taken on this new role this past year and I manage
20 the Texas Metals Program statewide.

21 MR. DIGGS: Thank you, sir.

22 And Member Taormina.

23 MR. TAORMINA: Good morning. My name is Tchad
24 Taormina. I'm with LKQ Corporation, huge automotive parts
25 recyclers. I also represent the Texas Automotive

1 Recyclers Association, and I've been in the industry 23
2 years.

3 I also want to make one more comment on our
4 last workshop is the education of catalytic converters. A
5 lot of you have been to my facility, so I'm always big
6 about tours and visits and just getting the knowledge,
7 whether it be enforcement, legislators, anyone that wants
8 to see firsthand our operations.

9 MR. DIGGS: Thank you, sir.

10 I would now like to go on to agenda item number
11 5, and this is a brief recap of our most recent advisory
12 committee meeting that we had held in Austin. We had some
13 robust conversation about the transition of seized
14 catalytic converters, the processes and how law
15 enforcement is actually able to go ahead and sell those
16 catalytic converters through actual asset forfeiture and
17 seizure and actually can go ahead and sell those to MREs.

18 And I would like to call now on David Richards.
19 David, can you brief us just on that, on what you were
20 able to find in both statute and rule?

21 MR. RICHARDS: Sure. Good morning. David
22 Richards, general counsel, for the record.

23 Senate Bill 224 actually gave and carved out a
24 laundry list of entities that in due course of their
25 businesses can and do sell these cats to MREs. It was not

1 there before in the statute, the Occupations Code 1956.
2 And Senate Bill 224 gave these entities, police and law
3 enforcement entities the ability to sell directly to MREs.

4 So that's basically it in a nutshell.

5 MR. DIGGS: Thank you, David.

6 Do any other members have anything they would
7 like to add to that meeting that we had most recently in
8 Austin?

9 (No response.)

10 MR. DIGGS: Thank you.

11 And so now I would like to move on to agenda
12 item number 6, and this is going to speak just to our
13 coordination when it comes to the plan of operation and
14 our partner agency coordination, and then also our meeting
15 frequency.

16 I have been in a number of conversations in the
17 last few months with both our partner agencies -- who are
18 here today that you will hear from -- as far as our
19 meeting frequency. When we got the operation plan up and
20 running, we actually were meeting every other week; we
21 were meeting twice a month. We then changed that to once
22 a month in the last year.

23 And through my conversations with Major Jones,
24 as well as the partner agencies, we are going to change
25 the meeting frequency to quarterly. And I believe that

1 will be ample for the discussions.

2 That will coincide with the SB 224 Advisory
3 Committee meetings moving forward, and so that is a change
4 from when we were in Austin a few months ago, and so that
5 will be taking place. And you will actually see our
6 partner agency representatives -- that you'll hear from
7 here in agenda item number 7 -- during the same time frame
8 on the same meeting day.

9 So, Major Jones, did you have anything to add
10 to that, ma'am?

11 MS. JONES: No.

12 MR. DIGGS: Thank you.

13 David, anything to add to that?

14 MR. RICHARDS: No, sir, I do not.

15 MR. DIGGS: Okay. So I am going to go ahead
16 and move on to agenda item number 7. This will be our
17 partner agency updates, and I am going to turn this
18 clicker over to them so they can work through their
19 presentations.

20 And so with that, we'll call up agenda item
21 7.A, the Enforcement director for the Texas Department of
22 Motor Vehicles, Corrie Thompson.

23 MS. THOMPSON: Good morning. Corrie Thompson,
24 director of the Enforcement Division. And yes, we have
25 been busy at work with the implementation of SB 224 since

1 September of 2024, so coming up on a year now.

2 So again, for the department, we've
3 historically regulated motor vehicle sales and
4 distribution and so that pertains to franchised dealers,
5 independent dealers, as well as the salvage dealer
6 community. And with the implementation of SB 224, we see
7 specific regulation regarding, again, our franchised
8 dealers, our independent GDN holders, and then our salvage
9 dealer population is specifically excluded from this point
10 of regulation.

11 So what this bill does for our department is it
12 imposes this new recordkeeping requirement wherein the
13 licensees have to inform us if they are engaged in the
14 sale or transfer of catalytic converters in the course of
15 their business and they have to inform the department
16 where those repairs take place. So they do have to notify
17 the department.

18 And again, historically we are engaged in sales
19 and distribution, so for us this also meant gathering more
20 information about our licensees in a different way. And
21 so what we have done is we've added some additional
22 questions to our pertinent applications for licensees when
23 they come to obtain a license from the department. And so
24 now we're asking them: are you engaged in this type of
25 activity; if so, where are you engaged in this type of

1 activity.

2 That's so that we can start building a database
3 of known dealers that are engaged in this type of work.
4 That, again, has been going on for about the same time
5 period as the other scope of the work. So our Motor
6 Vehicle Division, which is our licensing division, is
7 charged with gathering all of that application
8 information.

9 But now on the Enforcement side, we're the
10 division charged with the confirmation that the dealers
11 that are covered by this bill are actually maintaining
12 records appropriately. So the bill calls for them to
13 maintain records for a two-year period when they are
14 engaged in this catalytic converter work. They need to
15 maintain a detailed description of that item, information
16 about the person it was transferred to and the date that
17 that item was transferred on.

18 And I would like to say, with my red button
19 going back here, we are administrative enforcement. So I
20 know we're at a law enforcement conference, and so the
21 extent of the Department of Motor Vehicles registration is
22 just administrative. So what does that mean?

23 It means that when we sanction somebody for a
24 violation of department law or rule, then we can impose a
25 monetary fine that we would call a sanction, or if it's

1 serious enough, we can also impose revocation of that
2 license. We can also do things like ban licensees from
3 reapplying for a certain number of years, given the
4 seriousness of the violation that caused the revocation.

5 So we began site inspection activity, as I
6 mentioned, in September of 2024. And I have two different
7 arms of the Enforcement Division that are now able to be
8 engaged in this type of work. I have historically had
9 motor vehicle investigative staff, about 40 investigators
10 who have gone out routinely to inspect dealers' licensed
11 locations to ensure that they meet premises requirements.

12 Do you have a location where a consumer can come to if
13 they're aggrieved by a transaction with that dealership?

14 So it seems simple enough, but we're checking
15 for things like, is this location the appropriate size; do
16 you have chairs and a desk where you can legitimately
17 conduct business -- which seems unnecessary but when I
18 show you pictures later, you will see why that becomes
19 important. So we now have minimum 100 square footage
20 requirements for dealerships as well, too. That's because
21 we have historically found that some dealers were trying
22 to operate in tents or in broom closets. And so we also
23 require four connecting walls and a ceiling as well, too.

24 So investigators from the Motor Vehicle
25 Division have always been going out conducting those

1 inspections, but with the implementation by the department
2 of another bill, House Bill 718, I have new Enforcement
3 staff in a different arm. So motor vehicle investigations
4 is one arm, now we have our dealer compliance section.
5 What that section is going to be charged with is ensuring
6 the correctness and the accuracy of dealers' metal plate
7 inventories that come with the implementation of House
8 Bill 718.

9 So now I have an additional 26 people on staff
10 who are going to be going out and visiting dealer
11 locations. And so I do believe that efficiency says that
12 we also utilize that staff to conduct dealer location
13 premises inspections, because we have a dealer population
14 of over 20,000 across the State of Texas. Staff in both
15 of these arms of Enforcement are located across the state.

16 And so now I am also utilizing that staff to do not only
17 those premises inspections, but to also ask our new
18 catalytic converter questions as well, too, with, again,
19 the goal of developing a database, if you will, of dealers
20 who are engaged in this activity.

21 So we have done over 1,500 site inspections
22 since we began this, but you will note only 87 dealers so
23 far have affirmatively responded that they are engaged in
24 any type of catalytic converter repairs. So this is our
25 little heat map here showing so far the dealerships that

1 we've touched.

2 You'll see that we've tried to hit up some of
3 the metropolitan areas. We've gone out to El Paso and we
4 do plan to maintain a map like this so if law enforcement
5 ever reaches out to us, we'd be able to provide a listing
6 of our dealers that are known to be engaged in this
7 activity. In case we need to facilitate any sort of
8 criminal investigation that's ongoing, we're willing to
9 provide support there.

10 So these are just some pictures of some of our
11 investigative and dealer compliance staff going out to
12 conduct dealer premises inspections at various locations.
13 It gets a little more fun as we go on.

14 So again, you're thinking about motor vehicle
15 sales and distribution. I don't know that I'd like to buy
16 that vehicle there, but this is some of the things that we
17 encounter when we do show up just to conduct those very
18 basic premises inspections. So it does now behoove us to
19 be able to ask if you're engaged in catalytic converter
20 sales or transfers in any capacity.

21 This dealer, we learned there were no catalytic
22 converters on site at the location, and they said that
23 while they do engage in some vehicle repairs, they're not
24 touching catalytic converters. So again, some of this is
25 on a we're having to trust you basis. And just because a

1 dealer would be added to they indicated they are not
2 engaged in this business does not mean that we might
3 gather information at a later point in time that would get
4 them onto that list.

5 Here we have another dealership that we
6 visited. They did fail to meet our business location
7 requirements, so they will have some violation attached to
8 them in a case for some different reasons. And they
9 didn't have employees here, proper signage that would
10 indicate that this is a proper dealership that you'd be
11 buying a vehicle from.

12 And so we are planning actually on this one to
13 send out another site inspection because there was nobody
14 onsite for us to visit with here at this location, but we
15 were able to access this business up this close to gather
16 these photos.

17 This is another one. This is actually in Fort
18 Worth here in March of 2025. They had an extensive area
19 where they were holding vehicles in disrepair. Again,
20 they did fail to meet our location requirements.

21 And so a number of these dealers that I'm
22 showing here will likely end up with what our charging
23 instrument for violations called a Notice of Department
24 Decision, that could actually see these dealership
25 licenses being revoked. Again, they were not engaged in

1 catalytic converter repairs.

2 And this is actually EA Motorsports in Austin.

3 They're conducting multiple types of business here.

4 Various businesses were located at this address again, so
5 we have premises violations. You will note the exhaust
6 manifold there on the floor, but again indicated they were
7 not engaged in catalytic converter transfers in any
8 capacity.

9 So we do plan to continue expanding our
10 investigations across our dealer population so that we can
11 again begin building this list. Again, we're building it
12 on the front-end with the application questions and then
13 on the back-end confirming with the visual inspections of
14 the locations.

15 And that's all I've got. If you have any
16 questions, I'm happy to answer them.

17 MR. DIGGS: Thank you, Corrie, for that.
18 That's extremely informative.

19 Do any of the committee members have any
20 questions for Corrie this morning?

21 MS. JONES: Great presentation. But 87, that's
22 voluntary, correct? So you can't compel them to do
23 anything, but they have to complete that section on the
24 form as reworded?

25 MS. THOMPSON: Absolutely. Again, some -- we

1 have 20-some-odd thousand dealers in the system that are
2 licensed right now. New licenses are being obtained every
3 day, licenses are being renewed on a two-year cycle.

4 So that's why we're trying to gather the info
5 from the front-end and the back-end, and at some point
6 we'll hope that it meets in the middle where we're
7 covering. So when somebody comes up on the two-year
8 cycle, they're now having to be answering that question,
9 and at some point we will have this whole database.

10 So we're trying to get it in from our new
11 licensees as they come in. When they renew, we're trying
12 to gather that information. And then for the people that
13 are already in the system that don't have that application
14 question answered, we're gathering it from the onsite
15 inspections through Enforcement.

16 MS. JONES: What happens when you have a
17 business that you revoke and they shut down and move next
18 door? Like is it a continuous cycle? Like what's the
19 plan for that?

20 MS. THOMPSON: So within our Motor Vehicle
21 Division, what they do when somebody reapplies for
22 licensure, they look at indicators of whether or not that
23 person should be prohibited from obtaining another license
24 from the department. So they'll look at common ownership,
25 they ask whether or not you've held a prior license, they

1 will go into the system, look up that license, they will
2 determine if you have any outstanding penalties, any past
3 revocations, anything that would be a bar to future
4 licensure, and they do use that information to withhold
5 the licenses going forward where appropriate.

6 MR. DIGGS: Thank you again, Corrie. Excellent
7 update.

8 I would now like to call on agenda item 7.B,
9 the Vehicle Titles and Registration Division of the Texas
10 Department of Motor Vehicles director, Annette Quintero.

11 MS. QUINTERO: Good morning. Annette Quintero,
12 Vehicle Titles and Registration director.

13 As you know, SB 224 amended the Occupations
14 Code, Chapter 2305 and introduced new recordkeeping
15 requirements for UAPRs and MREs. The bill also required
16 coordination between DPS and TDLR and DMV. The goal here
17 is to establish a shared framework to support real-time
18 reporting and enforcement and reduce opportunities for
19 fraudulent transactions.

20 To support these efforts, VTR, my division, has
21 hired two full-time staff members dedicated to fraud
22 prevention activities tied to SB 224 and other related
23 initiatives. These new team members will help support the
24 work our division does with MVCPA ensuring seamless
25 communication and consistent policy alignment. These new

1 team members are also supporting innovation in our systems
2 and our processes, looking at how we can better use data
3 to flag suspicious activity and support enforcement
4 partners.

5 One of the biggest areas of development are
6 around our enhancements to our webSALVAGE system. Our
7 goal is to provide UAPRs and MREs access to webSALVAGE and
8 enable them to report catalytic converter transactions
9 electronically. This functionality will satisfy the new
10 recordkeeping requirements in SB 224.

11 We're also planning to build out data sharing
12 capabilities so that this reported information can be
13 shared with law enforcement, DPS and TDLR. Ultimately,
14 this will support a more transparent real-time view of
15 catalytic converter transactions, helping us identify
16 patterns and prevent abuse.

17 Now I wish I had cool pictures in my
18 presentation.

19 (General laughter.)

20 MS. QUINTERO: Beyond catalytic converters,
21 we're also leveraging an effort to improve fraud
22 prevention across salvage and non-repairable title space.
23 This includes expanding electronic titling capabilities
24 to look at the [inaudible] paper titles, which are more
25 vulnerable to forgery. Allowing recyclers to report

1 scrapped or destroyed vehicles electronically to help us
2 more efficiently update web vehicle records. These
3 changes will streamline operations and help us act faster
4 when tracking vehicles that have been dismantled or should
5 no longer appear in the system.

6 We're also planning enhancements that allow
7 salvage dealers to apply for rebuilt titles
8 electronically, further closing the loop between salvage
9 events and rebuilt vehicle activity. A key component
10 involves tracking major component parts, those damaged
11 during an insurance total loss event and later reported as
12 repaired or replaced during the rebuilding process. By
13 comparing the two data sets, we aim to identify
14 discrepancies that may indicate fraudulent repairs or even
15 the reuse of stolen parts. This is a critical layer of
16 fraud prevention that we believe will significantly
17 improve the integrity of salvage vehicle rebuilds in
18 Texas.

19 And, Tchad, your tour of your facilities were
20 critical in giving us a good clear understanding of how we
21 might be able to accomplish that. So thank you for that.

22 We're, again, excited to be part of the MVCPA
23 program and participate in the activities of the program.

24 I'm happy to answer any questions.

25 MR. DIGGS: So, Annette, thank you for the

1 update. I appreciate the collaborative efforts of both
2 you and Corrie over the last few months.

3 Are there any questions for Annette from any of
4 the committee members?

5 (No response.)

6 MR. DIGGS: Thank you, ma'am.

7 MS. QUINTERO: Thank you.

8 MR. DIGGS: I'd now like to call on agenda item
9 7.C. This will be an update from our partner agency, the
10 Texas Department of Licensing and Regulation, and we will
11 have now Consumer Protection manager, Michael Strawn.

12 Ford, thank you for being here this morning,
13 sir.

14 MR. STRAWN: Good morning, Chairman, members.
15 Michael Strawn, manager for Texas Department of Licensing
16 and Regulation, here to give you our updates today.

17 And I just want to say I'm glad you followed
18 Corrie because I don't have pictures either, so better you
19 than me.

20 Just kind of a quick overview of some things we
21 wanted to talk about -- and Corrie did a fantastic job.
22 All jokes aside, hate to follow her on that, but
23 everything that she said is something that we plan on
24 talking about today.

25 We're an administrative agency. We're limited

1 on what we can do. We're here at a law enforcement
2 conference.

3 So we're limited in our functions as far as
4 penalizing people, revocating licenses, preventing them
5 from future licensure, things like that, but that doesn't
6 prevent us from our mission to support you all. And
7 that's kind of what I want to talk about today on some of
8 the initiatives we're providing to step up our
9 inspections, our data sharing, our data capturing and that
10 analysis that we're doing across the board.

11 Before we get started -- you all may know, I
12 just wanted to set the record. You probably heard the
13 Texas Lottery Commission is coming to TDLR. So we are
14 now, I believe, 40 programs that we will span across.

15 But it's important to note while this is a big
16 change for the department, the way that this commission is
17 moving over to TDLR, it is not going to impact our
18 abilities or our duties in any way with this program or
19 any others. They're going to be attached to us, but kind
20 of outside of our structure for the time being.

21 So all our staff is committed to our current
22 inspections and work around Senate Bill 224, and used auto
23 parts recyclers is going to remain the same. And so we
24 should not see any impact from this besides my executive
25 leadership having a little bit more work on their plates.

1 Auto parts recyclers, we're going to have our
2 heat map as well. This is just the location of all the
3 inspectable businesses that we've been to. We did 316
4 inspections from July of 2024 through June of 2025. That
5 included about 14 dedicated inspectors to the auto parts
6 recyclers program.

7 There is a lot of work that's been done there.
8 We have a big state, over 14,000 miles traveled to
9 conduct these inspections. We are still looking to hire
10 about four inspectors across the state that will be able
11 to get out there and provide more inspections.

12 Currently we are focused on a risk-based
13 inspection criteria, so companies that have had violations
14 will get seen more often than others. Prior to that, it
15 was a two-year inspection cycle. Our director for our
16 field inspections division has a plan that come September
17 1, at a minimum, all auto parts recyclers will be
18 inspected within one year, with still being the risk-based
19 applied. And if there are bad actors out there that we're
20 seeing that we're having constant write-ups on, issues,
21 enforcement actions, they will be visited more often than
22 that one-year turnaround.

23 And up here, I'll talk about this here in a
24 second, but we also did hire a program specialist, which
25 I'm very excited about because I am but one man and I need

1 help. We have 39 other programs; it's hard to keep up.

2 So here's kind of some of the numbers that
3 we've seen in the last year. Total number of inspections,
4 like I said, 316. We estimate about 58,000 catalytic
5 converters have been reviewed in this.

6 You'll see a little bit difference between MRE
7 requirements and used auto parts recyclers. On our side
8 they're not individually labeling every single catalytic
9 converter with a VIN. We don't have those requirements
10 within rule or law, so we're doing a broader scope look,
11 trying to track everything that's coming in and out to
12 make sure that all the paperwork that's necessary is
13 there. And I'll talk about what that is here in a little
14 bit.

15 And again, what you'll see here is the miles
16 traveled and our direct enforcement actions and
17 corrections needed. So our inspection staff is out there
18 and if they see a violation of a serious nature, those
19 will be what we called DTE, direct to enforcement, action.

20 There is no fix-it ticket, there is no time for
21 compliance, you're going to our enforcement. You're going
22 to our investigators, our prosecutors over there, and
23 they're going to have civil sanctions, administrative
24 penalties, they're going to apply to you there.

25 The correction-needed category is, you know,

1 minor things. We need you to adjust a sign, we need you
2 to make minor changes that we will allow that business to
3 correct onsite or within a certain amount of time. And if
4 they didn't take action, they could go to enforcement
5 after that.

6 What you won't see on here directly is a number
7 of catalytic converter infractions found, and that's
8 because our rules were adopted here recently. And so what
9 you'll see is that we have a new rule in place, 87.81 --
10 and that's actually not correct, I was given updated
11 information. We actually have eight violations for 87.81,
12 which is directly related to catalytic converter
13 processing, identification, inventory, all those things.

14 So up until May of this year, our rules were
15 not in place, so 87.81 didn't exist, so we didn't have a
16 category really surrounding just catalytic converters, so
17 the infractions surrounding those were kind of lost in the
18 noise of other general violations. Here moving forward,
19 next time we present, we should have more direct
20 information about catalytic converter infractions that
21 we're seeing in our auto parts recyclers across the state.

22 One of the big things that we also want to do
23 as a department, as an agency is when our inspectors are
24 out there across the state, we're engaging with our auto
25 parts recyclers. We don't want to necessarily catch

1 people, you know, off guard. We want to educate them when
2 we're out there: these are your requirements, do you know
3 how you should be purchasing these component parts, do you
4 know what you should be doing in these instances.

5 We want to educate them first and make sure
6 everybody is aware of the laws, and certainly the
7 penalties that come with that, criminal and
8 administrative. And so we want everybody to be processing
9 these as professionally and as correctly as possible so
10 there's no questions asked. When we show up and you're
11 not doing anything right, it's not because you haven't
12 been told, it's because you're not doing it right on
13 purpose.

14 Corrie, I believe, had a really good point
15 about data, you know, what we're capturing and what we're
16 looking at. And here you see my new program specialist --
17 you know, I kind of talked about -- they will be pivotal
18 in linking data violations information. And this person
19 is going to be not just APR, they're going to have a
20 couple of connected programs, our tow, our vehicle storage
21 facilities.

22 What we want to be able to do is track data
23 coming from vehicles that are moving through a system. If
24 they're through a vehicle storage facility, they're going
25 to an auction, they're coming over to an auto parts

1 recycler and then to an MRE, are we able to really kind of
2 see that transition of these vehicles, are we having an
3 influx somewhere in there that is giving us a red flag.
4 And so this person will be uniquely set inside of all
5 these programs and have data across all of those.

6 We're also developing a new inspection software
7 that's going to have a more robust and accurate way of
8 reporting. Right now, you know, they said maybe one, we
9 said we had no violations in it, they have to manually go
10 through this to find everything. So we're trying to
11 secure a new inspection software, but I'm actually using
12 some of my other programs -- that is going to be paramount
13 in our ability to look at this data, analyze this data
14 across the board.

15 And so my program specialist, Morgan Dryer, she
16 actually started -- that's the day that I appeared at this
17 conference, so she wasn't able to make it today. And so
18 you see I'm designated to about 29 programs within our
19 division; she's going to have five, so you know, the ones
20 that are connected and her ability to really dive into
21 those. She has experience in data analytics, program
22 management, so she's going to be fantastic in helping me
23 set all of this up and really drive forward.

24 I feel like we're a little bit behind the ball
25 sometimes trying to get the rules in place and institute

1 Senate Bill 224. We're finally there and we have
2 inspectors, we have this program specialist, and I'm
3 really excited about what our outlook looks like coming
4 forward. That's just her replacing me because I'm old
5 news.

6 So I wanted to give an update, you know,
7 touching on this. I know our IAC is coming up for our
8 renewal. I don't have an answer yet on anything.

9 It looks like we're just going to seek to renew
10 the IAC as it is, and we are currently having discussions
11 around the inspection software. I think that's kind of
12 what's holding everything up. Procurement processes take
13 a while as we look at everything, but we're looking at if
14 it will be applicable for us to request funding for this
15 inspection software that's going to help us track
16 violations, track the inspections across the board.

17 That's just a little bit of the background of
18 what our legislative implementation looked like. I'm
19 going to run through our rules. These are really not
20 necessarily super important but as I said, our rule
21 implementation for Senate Bill 224 took a little bit
22 longer than I'd hoped for. They went live May 9 of this
23 year, so that's why there's such a short time in which we
24 had these 87.81 violations that we could report on.

25 Some of these things were clearly cleanup, you

1 know. There was old references to outdated law in there
2 that needed to be cleaned up. But our big one which was
3 87.71, it's going to be the record retention production,
4 just updated or new retention rules, especially across the
5 board for general retention for three years, one year for
6 retention parts and catalytic converters are going to be
7 listed in 87.81, which are going to be at two years.

8 But there was a requirement in there for a new
9 duty -- this wasn't there, it's in a lot of our programs
10 where the programs are required to produce records to the
11 department or otherwise there's a violation. That didn't
12 exist before. So if they're not compliant, they're not
13 able to provide us records, they are now in violation of
14 that, could be sanctioned, lose a license, et cetera.

15 Again, just some clean-up here. There was some
16 language in 87.78 about the removal of both license plates
17 and registration tags immediately when that vehicle
18 arrives at an auto parts recycler. There's still some
19 training we'll have to do with our auto parts recyclers
20 around there immediately.

21 I think it has a lot of people concerned as far
22 as we've heard so far, so we'll be talking more about that
23 with our auto parts recyclers to make sure they're in
24 compliance with that. The idea is that these plates and
25 registration tags are removed timely and kept securely

1 until they're destroyed.

2 And then 87.81, this is the creation and
3 maintenance of detailed transaction records where they
4 have to now capture the name of the buyer, the quantity,
5 the description of the catalytic converters -- as I said,
6 we don't have the requirement in there for the VIN, like
7 MREs do, on every individual converter -- the date of the
8 transaction, photo ID. The retention requirement is going
9 to be two years for this, so they're going to hold onto
10 this until we're able to get out there. Again, we're
11 going to be inspecting in under one year so these records
12 should be available to us at all times.

13 And then just key takeaways. I mean, our idea
14 here with the new data analyst, with hiring additional
15 inspectors across the board is we really want to be a
16 driving force. Again, I'm going to reference Corrie
17 because I think we're hitting on some of the same points.

18 We are administrative, but if you ever need
19 anything from me, if any law enforcement in this office
20 are watching -- if you need assistance, we have anything
21 going on under auto parts recyclers, you need our
22 assistance, you need guidance, you need an inspector with
23 you, we're happy to facilitate that process however we
24 can.

25 My goal here in the coming year is to develop

1 good data, communication sharing within this taskforce,
2 and provide meaningful data that's actionable to law
3 enforcement and to this committee. Moving forward, I
4 really hope that the structure of the bill, the new rules
5 that are coming out for us, and the analysts and the
6 inspectors and the inspection software we hope to obtain
7 are really going to facilitate all of that.

8 We're doing great work out there. I just want
9 to make sure that we're not poking around in the dark. If
10 I know something, you all know something. And I think
11 that's really what all of this Senate Bill 224 is letting
12 us do is have a collaborative effort, and that's our
13 mission.

14 So with that being said, any questions?

15 MR. DIGGS: So, Ford, thank you for the very
16 thorough, excellent update. I know we all appreciate
17 that.

18 Are there any questions this morning of Ford?

19 MS. JONES: Yes, sir.

20 Ford, your agency has come a very long way
21 since the start of 224, so I'm very impressed to see that.
22 You were thrown in there, you had nothing for 224, and
23 excellent progress thus far.

24 In reference to your heat map, I noticed that
25 when you got outside of West Texas, all the way it looks

1 like outside of San Antonio, there's more heat.

2 MR. STRAWN: I have to go back to that slide,
3 but they're trying to hire some -- there is a region down
4 south of San Antonio and some areas where we're actually
5 less an inspector. And we're trying to hire from about
6 that region over there, San Angelo, all of that. So it's
7 difficult at times with how big the state is to send some
8 of these inspectors that distance, and so we've been
9 without that person for quite some time.

10 And even one of my programs for Midland-Odessa,
11 I've had it posted for about six months. So if you know
12 anybody that wants to be an inspector for the department,
13 please send them over.

14 But I do know that our director of field
15 inspections has been looking, because we talked about it.

16 And he hates sending somebody from 300 miles away, but
17 we're going to have to do it. We're coming up against
18 some time limits on inspecting these businesses. And so
19 he's going to be sending people out there to make sure
20 we're attending to any of those APRs that are in those
21 areas as well.

22 MR. DIGGS: So, Ford, no recruiting or poaching
23 of MVCPA staff while you're here this week.

24 (General laughter.)

25 MR. DIGGS: Member Taormina.

1 MR. NGUYEN: I want to -- the coordination
2 between local law enforcement and your agency -- I know
3 Bob and his team do a lot of inspections, and so their
4 coordination effort between the state and local law
5 enforcement.

6 MR. STRAWN: I can't speak for any inspectors
7 or what our inspection division has been doing directly.
8 What I will say -- and I haven't reached out to any law
9 enforcement directly -- what I will say is our department
10 remains open to that. If you all have a need, you have a
11 suspicion, actual intelligence that you need, if it's
12 data, you know, licensing information, ownership
13 information, whatever you need, we're happy to supply
14 that, so I would say contact me.

15 You know, we're an administrative agency and
16 not law enforcement. Help me dive into that as well,
17 reach out to us, and we'll do everything we can within our
18 power to assist you all.

19 MR. TAORMINA: Tchad Taormina, LKQ, Texas
20 Automotive Recyclers.

21 Couple quick things. TDLR worked behind the
22 scene before session, great workshops and much needed
23 language cleanup, so these things that TDLR did, they're
24 really good to us.

25 Within our industry, I've mentioned before

1 about vehicles that are arriving from the auction pool to
2 storage lots, we do have vehicles that still come in that
3 do not have catalytic converters. So before we get the
4 vehicles, before we [inaudible] the vehicles, there are
5 issues beforehand. So there's that going on, as well as
6 the talk about VIN etching.

7 I know we've been talking about it a lot during
8 session, there was much talk about VIN etching within us,
9 the manufacturers. So I know there's a direction headed
10 towards that. I see with scrap prices and precious metals
11 going back up, that will be much more entertained because
12 that's really what we need.

13 And I know that the catalytic converters that
14 you saw at my place, there's VINs. Obviously we're not
15 required, but we put VINs on our boxes that have every
16 catalytic converter. So I think that direction as far as
17 the identification, the etching event is very important,
18 but again, I don't think we all have the answers today but
19 it is much needed, and I think there will be more
20 discussions on that.

21 But quick thanks to TDLR.

22 MR. STRAWN: Appreciate it.

23 MR. DIGGS: Thank you, Member Taormina.

24 I'd like to comment to Member Nguyen. Has
25 Chris Russey left the TDLR, or is he still there?

1 MR. STRAWN: He's our field inspections
2 director.

3 MR. DIGGS: Okay. So I will say in reference
4 to the comments about the coordinated efforts between law
5 enforcement and TDLR, we had a circumstance a little over
6 a year ago, up here just east of here in Dallas, where we
7 actually put TDLR in contact with Dallas PD and there were
8 a number of things that were going on over there that they
9 looked at. And so there was some coordinated efforts with
10 law enforcement and TDLR, at least in that one
11 circumstance, and did some really good work and there were
12 some good efforts.

13 So I know Chris Russey that works with Ford,
14 phenomenal in those efforts, and I'm sure that that would
15 be someone that you guys could reach out to that could
16 help with any coordinated efforts that you needed with
17 local law enforcement around the state.

18 MR. NGUYEN: Okay. Thank you.

19 MR. DIGGS: Yes, sir.

20 So with that, are there any other questions for
21 Ford this morning?

22 (No response.)

23 MR. DIGGS: Ford, excellent update. Thank you,
24 sir.

25 So now I'd like to move on to agenda item 7.D,

1 and call up the Texas Department of Public Safety, the
2 Regulatory Division program supervisor, Josh Martin.

3 MR. MARTIN: Good morning, everybody.

4 So these slides I'm going to share, my goal is
5 I want to highlight some of the effects of Senate Bill
6 224, as well as some of the successes that we've had as a
7 result from the grant money received from the MVCPA.

8 So as many of you know, the department created
9 16 grant-funded positions designated specifically to the
10 Texas Metals Program. I can say that all these positions
11 are filled and these individuals are working hard, and I'm
12 proud to say they're becoming subject matter experts in
13 their field. But this includes 14 program investigators
14 across the state.

15 They're solely going out to metal recycling
16 entities conducting inspections and doing investigations.

17 In addition to them, there's also two case support
18 specialists headquartered in Austin, and they support the
19 field as well as providing data analysis and generating
20 reports.

21 Any chance I get to promote Texas Online
22 Metals, I take the opportunity. Texas Online Metals is
23 the electronic statewide database in which metal recycling
24 entities are required to report all of their regulated
25 transactions. So this is not only a tool for just DPS but

1 any law enforcement agency out there that's involved with
2 metal theft, I highly recommend. If you're not signed up,
3 you can go to Texasonlinemetals.dps.Texas.gov and find out
4 information on how to gain access to the system.

5 So as a result from Senate Bill 224, law now
6 requires that all metal recycling entities make a
7 catalytic converter declaration that simply states -- they
8 have to tell us their business activity as far as their
9 intent and the extent to which they're going to be
10 involved in catalytic converters, so they have to choose
11 one of these four items. They do that in the Texas Online
12 Metals database in their profile. And so when an
13 investigator goes out and does an inspection, that's
14 something they're going to be looking at is what their
15 catalytic converter declaration is.

16 And so many times this past year -- not many
17 times, but there's been occasions where they've gone out
18 and found catalytic converters on their premises, they
19 looked up their declaration status, and it stated that
20 they had no intent in dealing with catalytic converters,
21 so this is immediately a violation of their catalytic
22 converter declaration. And so year-to-date there have
23 been 21 instances where metal recycling entities were in
24 violation of their declaration status.

25 So as a result from violations during the

1 inspections, they take administrative enforcement action.

2 We follow a penalty schedule in the Texas Administrative
3 Code in Chapter 36. There are some specific violations
4 for catalytic converters. They range from a \$500 fine to
5 a \$5,000 fine for first offense, and that increases with
6 multiple offenses.

7 So again, from Senate Bill 224 there are now
8 additional requirements involved before a metal recycling
9 entity can purchase a catalytic converter, beginning with
10 the thumbprint. They have to obtain a clear and legible
11 thumbprint from the seller. Additionally, they have to
12 obtain the year, make, model and VIN number from the
13 vehicle from which the catalytic converter was removed, as
14 well as a copy of the certificate of title or other
15 documentation indicating that the person has ownership of
16 the vehicle.

17 Once the MRE obtains the catalytic converter,
18 they're required to mark each cat with a unique number
19 that's 13 digits long, and then they provide this number
20 to DPS when they report their transaction. We refer to
21 this number as the CCID. They have to mark it with one-
22 inch lettering marked with permanent paint pen or marker.

23 So year-to-date there have been 27 instances
24 where metal recycling entities have been in violation of
25 one of these additional requirements surrounding catalytic

1 converters.

2 Again, as a result from Senate Bill 224, state
3 law now says that a metal recycling entity cannot purchase
4 catalytic converters from another business unless they
5 verify that that business obtained those catalytic
6 converters in their ordinary course of business, such as
7 an automotive wrecking or salvage yard, other MREs, used
8 auto parts recyclers, et cetera. It's not on this slide,
9 and I know David touched on it earlier, but in this same
10 section of the law it specifically states that law
11 enforcement agencies are included in that where a metal
12 recycling entity can purchase from a law enforcement
13 agency.

14 And there have been nine instances year-to-date
15 where metal recycling entities have been in violation of
16 one of these business-to-business transactions. The
17 requirement surrounding these is they have to maintain a
18 record for each of these transactions stating the date of
19 the transaction, the business name or the law enforcement
20 agency of the person from whom the catalytic converters
21 were purchased, as well as a description made of the
22 volume of catalytic converters. They have to maintain
23 this record onsite, they have to make it available for
24 inspection, and they have to keep it for two years.

25 So our grant-funded case support specialists,

1 they generate a catalytic converter report every month and
2 then they share this internally with our DPS staff that
3 are involved with metals.

4 These are just a few slides from that report.
5 I apologize, this is hard to see, but on the top half of
6 this slide it just indicates over the past year these set
7 of businesses had the most catalytic converter purchases
8 as far as ones that are reported to TOM from May 2024 to
9 May 2025. The business names are redacted on this slide,
10 but it just provides us an opportunity to see who the
11 biggest players are in the industry. And then on the
12 bottom half of the slide, these are catalytic converter
13 transactions for the past year broken out by region, and
14 so it just allows us to gauge and indicate any trends,
15 either trending upward or downward.

16 This slide, again it's redacted, but it just
17 breaks down the top MREs as far as catalytic converter
18 transactions and it breaks it out by region. This slide
19 is the same as the previous, same data, except on top of
20 that they color-coded it with the catalytic converter
21 declaration status, which I just spoke about. So if you
22 were to see on there a business had a high volume of
23 catalytic converter purchases and then you can see that
24 their declaration status stated incidental contact or no
25 intent, that's going to be a red flag and that would be a

1 lead for an investigation.

2 And this is just a heat map for the month of
3 May for catalytic converter purchases across the state.
4 Again, this just kind of gives us a 30,000-foot view of
5 what's going on across the state. For this particular
6 month, it looks like San Antonio and the New Braunfels
7 areas had the highest number of catalytic converter
8 purchases. Basically, when we look at this, we just want
9 to make sure that we're deploying the appropriate number
10 of resources in the right areas.

11 So by law, all metal recycling entities are
12 required to be licensed with the DPS. Our current data,
13 the most current data shows that there's 621 active metal
14 recycling entities across the state.

15 I talked about the administrative penalties and
16 the penalty schedule. If they don't pay a fine, the next
17 course of action is to suspend the business license, so we
18 track the suspensions and revocations. Additionally, you
19 can get your license suspended if you continue to be in
20 violation after multiple inspections. This data looks
21 like the last 60 days there's been ten suspensions of
22 metal recycling entities.

23 So our investigators work closely with our
24 commissioned troopers. Over the past year they've been
25 involved with conducting twelve operations. Arrests are

1 uncommon, which I think is a good thing.

2 Out of those twelve operations, there were
3 three arrests made, which tells me that nine of the places
4 they went to did the right thing. But DPS does not go out
5 and randomly target metal recycling entities. These are
6 going to be based on either complaints or tips that we
7 receive, data that's generated from our case support
8 specialists.

9 In this particular slide, you'll see this
10 gentleman was arrested. He was working at a metal
11 recycling entity, and he attempted to purchase catalytic
12 converters without obtaining any information from the
13 seller, nor did he obtain any documentation.

14 And this states: A person commits an offense
15 if the person knowingly buys stolen regulated material or
16 catalytic converters. That's in Occupations Code
17 1956.040.

18 It's also a criminal offense to operate as a
19 metal recycling entity without a license. This photo is
20 just an example of this gentleman was arrested earlier in
21 the year down in South Texas. He was purchasing regulated
22 metal without a license.

23 Any criminal tips can be emailed to
24 RSDcriminal@dps.Texas.gov.

25 In this photo here there's a pickup truck full

1 of catalytic converters. They attempted to sell these to
2 a metal recycling entity. That metal recycling entity
3 asked for documentation, they didn't have it, he refused
4 to purchase them, did the right thing. In the meantime,
5 he snapped that photo and got some information and
6 submitted it to the DPS, and this gentleman was later
7 found and arrested.

8 Again, for any other law enforcement agencies
9 out there that are investigating metal theft and you need
10 analytical support, you can reach out to us at
11 DPSMetals@dps.Texas.gov. Our case support specialists are
12 there to assist.

13 That's going to conclude the update for
14 Regulatory Services Division, but I do just want to close
15 by saying, again, any information sharing or collaborative
16 opportunities are welcome, and please reach out either to
17 me or you can reach out to that email at
18 DPSMetals@dps.Texas.gov. My information is up there as
19 well; you can reach me at josh.martin@dps.Texas.gov.

20 Thank you.

21 MR. DIGGS: So, Josh, excellent update. Really
22 appreciate that.

23 Do any of the members have any questions for
24 Josh this morning?

25 Member Nguyen.

1 MR. NGUYEN: It's not really a question, more
2 like comment. I just want to really appreciate the
3 service present in the metal taskforce in Houston and
4 Harris County. They've been very instrumental in
5 attacking the issue.

6 The taskforce has been in existence over two
7 years and I believe they have been present at almost every
8 meeting.

9 Mark, can you confirm that?

10 MR. MARTIN: Yeah, I've been very impressed
11 with you guys down in the Houston area and Harris County.
12 I think we've got a good relationship with local law
13 enforcement.

14 MR. CARSON: Member Carson. We entered a
15 memorandum of understanding with DPS that we work with
16 their inspectors but we also -- for a manpower situation,
17 we conduct the inspections in the City of Houston. That
18 helps them and it also helps us and we're not trampling or
19 duplicating efforts. So our taskforces work well with
20 Harris County and DPS.

21 MR. MARTIN: Really good to hear.

22 MR. DIGGS: Josh, I just wanted to say, and
23 I'll tell you, from the Texas DMV MVCPA side, we
24 appreciate the support that DPS leadership, Colonel
25 Martin, Lieutenant Colonels Goodson and Taylor, along with

1 at the division level Weinmueller [phonetic] and Ron Joy.

2 All of you guys have supported us in the collaboration
3 working together, so very, very appreciative of all that,
4 and we appreciate your update this morning. Thank you,
5 sir.

6 MR. MARTIN: Thank you, sir.

7 MR. DIGGS: So we've already heard agenda item
8 update.

9 I did want to go ahead and visit briefly about
10 the future locations and meetings. We'll be meeting again
11 October 8, if you guys can put that on your calendar.
12 This meeting is going to take place, tentatively right
13 now, will be in San Marcos at the convention center there,
14 Embassy Suites, and we look forward to seeing all of you
15 there.

16 We'll have kind of the same -- we'll have it in
17 conjunction with our other GBR Committee meeting, along
18 with the MVCPA Board meeting. We'll have three
19 consecutive meetings over the two-day period, along with
20 our partner agency updates will be the same day at the
21 same time.

22 So with that, I am going to go ahead and we do
23 not have any closed session items today for consideration.

24 Cassandra, are there any public comments?

25 MS. FLINT: No, sir, there are no comments.

1 Thank you.

2 MR. DIGGS: Thank you.

3 MS. JONES: All right.

4 Director Diggs, thank you for helping me save
5 my voice.

6 We have a long day today, I have to have a
7 voice, long day tomorrow, but I do want to thank the
8 taskforces that are here, recognize you being here. It's
9 early, and I do that as a strong sign of leadership and
10 support, and always wanting to be in the know. So thank
11 you for the support and thank you for being here.

12 MR. DIGGS: With that, we have no public
13 comment, no closed session.

14 Can I get a motion to adjourn?

15 MR. RODRIGUEZ: For the record, Jaime
16 Rodriguez. Motion to adjourn.

17 MR. PRENTICE: Stewart Prentice. I second that
18 motion.

19 MR. DIGGS: We will go ahead and adjourn. The
20 time now is 8:21.

21 (Whereupon, at 8:21 a.m., the meeting was
22 adjourned.)

C E R T I F I C A T E

MEETING OF: TxDMV MVCPA SB 224 Advisory Committee

LOCATION: Via Teams

DATE: July 17, 2025

I do hereby certify that the foregoing pages,
numbers 1 through 53, inclusive, are the true, accurate,
and complete transcript prepared from the verbal recording
made by electronic recording by Elizabeth Stoddard before
the Texas Department of Motor Vehicles.

DATE: August 1, 2025

/s/ Nancy H. King
(Transcriber)

On the Record Reporting
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