



Date: January 22, 2026 | **Policy Analyst:** Rachel Brooks | **Prepared For:** Rep. Thurston

1st Substitute H.B. 22: Vintage Vehicle Amendments

This bill was opened by the Transportation Interim Committee in response to a presentation from the Motor Vehicle Division (DMV) of the State Tax Commission, which highlighted some administrative difficulties and statutory confusion about the vintage vehicle program.

This bill was presented at the November meeting of the Transportation Interim Committee and approved unanimously with a vote of 12-0-6.

Key Points

- Replaces the "vintage vehicle" registration type with "classic vehicle"
- Exempts vehicles from emissions inspections that require a two-speed idle test and do not have the capability to be tested using on-board diagnostic (OBD-II) technology
- Requires classic vehicles to pay a \$25 required contribution to obtain a historic black license plate

Background

The current vintage vehicle program has three primary benefits:

- Being exempt from emissions inspections
- Being exempt from the registration fee upon renewal
- Obtaining a black historic license plate without the \$25 contribution

However, current code contains multiple definitions of "vintage vehicle" with multiple year thresholds, including different requirements for vehicles with a model year 1982 and older, 1983 or newer, or older than 30 years.

To register as a vintage vehicle, current owners are required to sign an attestation that the vehicle is not for general or daily transportation and is only used for participation in club activities, exhibitions, tours, parades, occasional transportation, and other similar uses.

To streamline registration, the bill creates a new definition of "classic vehicle" to replace multiple definitions of "vintage vehicle".

"Classic Vehicle" means a motor vehicle or motorcycle with a model year of 1982 or older that is driven fewer than 1,500 miles per calendar year, or a classic travel trailer.

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Policy Analysis

Definitions and Technical Changes

- Deletes existing definitions throughout code, including “vintage vehicle” and “replica vehicle”.
- Changes “vintage vehicle” to “classic vehicle” throughout the code.
- Repeals existing vintage vehicle code in Title 41 Part 21 and creates a new Part 28 for classic vehicles with the same provisions.

Registration Fees

Currently, vintage vehicles with a model year of 1982 or older pay a \$53.25 one-time registration fee (increased over time from the statutory \$40) and are exempt from paying a registration fee upon renewal. Vintage vehicles with a model year 1983 or newer currently pay a \$60.25 registration fee (increased over time from the statutory \$45.50) and are required to pay a registration fee upon renewal.

The vehicles older than 1982 are now “classic cars” and pay a one-time registration fee and are exempt from paying a registration fee upon renewal. The vehicles 1983 and newer are now treated as regular passenger vehicles and register under the normal process.

Emissions

Exempts certain vehicles from emissions inspections, including:

- Vehicles with a model year of 1995 or older
- Gasoline and natural gas vehicles with a model year between 1996 and 2008 that have a Gross Vehicle Weight Rating (GVWR) of 8,501 pounds or more
- Vehicles with a GVWR of 14,001 pounds or more

Allows an emissions county to report to the DMV a list of vehicles that cannot be tested using OBD-II technology to the DMV to be permanently exempted from emissions inspections.

License Plates

- Eliminates the current vintage vehicle license plate
- Requires classic vehicles to pay the \$25 required contribution to obtain the historic black license plate

Fiscal Impact

This bill has a one-time appropriation from the Transportation Investment Fund to the General Fund of \$36,400 to cover the programming costs associated with the changes to vehicle emissions testing.

This bill has a delayed effective date of October 1, 2026, to allow the DMV time to complete required programming changes.