

**MINUTES OF THE MEETING
OF THE
ASSEMBLY COMMITTEE ON TRANSPORTATION**

**Seventy-Fourth Session
May 1, 2007**

The Committee on Transportation was called to order by Chair Kelvin Atkinson at 1:36 p.m., on Tuesday, May 1, 2007, in Room 3143 of the Legislative Building, 401 South Carson Street, Carson City, Nevada. The meeting was videoconferenced to Room 5100 of the Grant Sawyer State Office Building, 555 East Washington Avenue, Las Vegas, Nevada. Copies of the minutes, including the Agenda ([Exhibit A](#)), the Attendance Roster ([Exhibit B](#)), and other substantive exhibits are available and on file in the Research Library of the Legislative Counsel Bureau and on the Nevada Legislature's website at www.leg.state.nv.us/74th/committees/. In addition, copies of the audio record may be purchased through the Legislative Counsel Bureau's Publications Office (email: publications@lcb.state.nv.us; telephone: 775-684-6835).

COMMITTEE MEMBERS PRESENT:

Assemblyman Kelvin Atkinson, Chair
Assemblyman Mark Manendo, Vice Chair
Assemblyman David Bobzien
Assemblyman John C. Carpenter
Assemblyman Ty Cobb
Assemblywoman Susan Gerhardt
Assemblyman Ed Goedhart
Assemblyman Pete Goicoechea
Assemblyman Joseph Hogan
Assemblywoman RoseMary Womack

COMMITTEE MEMBERS ABSENT:

Assemblyman Jerry D. Claborn

GUEST LEGISLATORS PRESENT:

Senator Warren B. Hardy II, Clark County Senatorial District No. 12
Senator Dennis Nolan, Clark County Senatorial District No. 9



STAFF MEMBERS PRESENT:

Marjorie Paslov Thomas, Committee Policy Analyst
Sharon Wilkinson, Committee Counsel
Christine Henriksen, Committee Secretary
Matt Mowbray, Committee Assistant

OTHERS PRESENT:

Susan Fisher, Executive Director, Nevada PowerSport Dealers Association
Sabra Smith-Newby, Director, Intergovernmental Relations, Clark County
Deborah Cook, Deputy Chief, Administrative Services Division, Department of Motor Vehicles
Dennis Colling, Chief, Administrative Services Division, Department of Motor Vehicles
Martha Barnes, Administrator, Central Services and Records Division, Department of Motor Vehicles
Catherine O'Mara, representing Lee Bros. Automotive Sales and Leasing, Inc.
Danny Coyle, representing State of Nevada Employees Association, American Federation of State, County, and Municipal Employees Local 4041
Oran McMichael, representing State of Nevada Employees Association, American Federation of State, County, and Municipal Employees Local 4041
Daryl Capurro, Private Citizen, Reno, Nevada

[Meeting was called to order. Roll taken.]

Chair Atkinson:

I would like to introduce a guest in our audience today. Ms. Gunter, our Legal Analyst, Sharon Wilkinson's mother, is with the South Carolina Legislature. I would like to welcome her to our meeting and to Nevada.

We have four bills on our agenda today. We are going to take two of them out of order. We will start with Senate Bill 315 (1st Reprint).

Senate Bill 315 (1st Reprint): Imposes certain conditions before a special license plate may be designed, prepared and issued. (BDR 43-859)

Senator Dennis Nolan, Clark County Senatorial District No. 9:

Senate Bill 315 (1st Reprint) and Senate Bill 451 (1st Reprint) came out of the Interim Commission on Special License Plates. Since Nevada started implementing specialty license plates, the Legislature has been besieged with requests for different types of license plates usually from benevolent, charitable organizations seeking to promote their cause and generate revenue. It became such a problem that six years ago the Legislature agreed to deal with these issues outside of the legislative process. They created a Commission on Special License Plates and the chairmanship rotates between the Senate and Assembly Transportations Committees.

Senate Bill 315 (R1) establishes qualifications and requirements for organizations submitting applications for special license plates. The impetus for the bill stems from concerns generated by certain applications received by the Commission regarding whether or not a particular organization meets the qualifications.

All non-governmental entities applying for special license plates under the passage of S.B. 315 (R1) will have to be nonprofit, charitable organizations that provide services to the community relating to public health, education, or the community's general welfare. If an organization is required by other law to be registered with the Secretary of State, that registration must be current in the organization's name and the purpose must not advertise or endorse a product, brand name, or service that is offered for profit. Organizations must be nondiscriminatory and no specific organization's license plate may promote any religion, faith, or anti-religious belief.

We reviewed those organizations that have specialty license plates and they all fell within the purviews of S.B. 315 (R1) with a few exceptions that will be grandfathered in as a result of the passage of this bill.

Assemblyman Carpenter:

It says it has to be for a charitable purpose relating to public health, education, or general welfare. Would the rodeos and agriculture fall within these guidelines?

Senator Nolan:

Definitely. The rodeo, save the horses, and agriculture would fall within general welfare.

Chair Atkinson:

We will close the hearing on S.B. 315 (R1) and open the hearing on S.B. 451 (R1).

Senate Bill 451 (1st Reprint): Requires the preparation and filing of certain reports by certain charitable organizations in connection with certain special license plates. (BDR 43-860)

Senator Dennis Nolan, Clark County Senatorial District No. 9:

Senate Bill 451 (1st Reprint) is a very meritorious piece of legislation that stems from the Commission on Special License Plates. The Commission heard testimony that special license plate organizations receive thousands of dollars in revenue each year from the sale of license plates. However, until the Commission requested some financial records during last fall's meetings, there had been no review to ensure that the special license plate funds collected were being utilized as they were intended or established in statute.

This bill provides for a financial review of organizations receiving revenue from the special license plates. Special license plate organizations must submit a balance sheet and a recent bank statement to the Commission of Special License Plates each year. The Commission will then send these records to the legislative auditor for a review. The auditor will prepare a report for the Commission examining the organizations' financial submissions and make recommendations back to the Commission.

This bill came about because one organization in particular was seeking a license plate. A number of questions came up as to the validity of that organization and how they were going to spend that money. To be fair we took a look at all the organizations. All those organizations worked with the legislative auditor and provided financial statements showing us they were in compliance with the statute.

Assemblyman Goicoechea:

An organization was submitted to the legislative auditor, and it was determined they are not in compliance. Yet, they have 1,000 license plates circulating. The people who bought those plates and registered them think their plates are valid. The bill says you can suspend the collection of those fees. What happens to the plates and those who have them?

Senator Nolan:

Prior to any plates being approved there is a lengthy approval process. The organization has to demonstrate that they are generating revenue for a meritorious cause that would meet the definitions in statute of being charitable and beneficial to the public. If for some reason the auditor came back and suspected that the funds were being spent otherwise, the Commission would find some justification. If it were a misappropriation of funds, short of trying to get that organization to provide us with financial records, we would do whatever we could to assist that organization in straightening itself out. Ultimately, if we find there is some type of illegal activity going on, we could suspend the funds. Since their intended purpose for spending the funds is in statute, we may end up turning it over the Attorney General's office for follow-up. Depending on the Attorney General's recommendation, we might suspend the production of the license plates. Those license plates in circulation will continue to remain out there as long as people are renewing them.

Some license plates do not have enough of a subscription to continue to remain in production; however, the people who have those plates can continue to renew them.

Assemblyman Goicoechea:

If you wanted to maintain that plate, would there be a fee and more money being generated into the fund as plates are sold?

Senator Nolan:

That is a good question.

Chair Atkinson:

The money will be held in the account until the organization comes into compliance. It does not get distributed elsewhere.

We will close the hearing on S.B. 451(R1) and will open the hearing on Senate Joint Resolution 18.

Senate Joint Resolution 18: Urges Congress to support a proposed off-highway vehicle park in Clark County. (BDR R-1433)

Senate Warren B. Hardy II, Clark County Senatorial District No. 12:

In the interest of disclosure, my family and I are avid off-road vehicle users. We enjoy the sport a great deal. The problem we have is that we enjoy the sport in southern and central Utah because there are very few places to ride in southern Nevada. Nevada has issues regarding particulate matter and other things that make it difficult for off-roaders to find locations that allow riding of

off-highway vehicles in southern Nevada. We do have a place that is ideally suited in a lot of different respects, including its designation in the Bureau of Land Management's (BLM) Las Vegas Resource Management Plan. That is the area known as the Nellis Dunes. If you have ridden quads, dirt bikes, or jeeps in southern Nevada you are familiar with the Nellis Dunes. It is a wonderful place. This bill simply urges Congress to support a plan by Clark County to designate this area.

I will ask for an amendment because there is a portion of the bill I do not like. When we put the bill together, I did not review it as thoroughly as I should have. I would like to ask the Committee to consider changing the second "whereas." It is appropriate to say: "Whereas, Most areas of Clark County have been closed to motorized recreation . . . ", but I am not comfortable with the portion that says ". . . the Las Vegas Valley is in a state of noncompliance for air quality with regard to particulate matter," That is all true, but it says "partially due to blowing dust from land disturbance caused by off-road vehicle use;" I do not think this is true. It is not contributing a great deal to air quality, so I do not know if it is necessarily germane. I respectfully request that the second "whereas" just read "Whereas, Most areas of Clark County have been closed to motorized recreation." It is obvious the reason this is being considered.

Chair Atkinson:

We are taking out after "recreation," and all the way down through line 10 to "and" then it begins on line 11.

Susan Fisher, Executive Director, Nevada PowerSport Dealers Association:

We are in favor of S.J.R. 18. I would also support Senator Hardy's proposed amendment to the bill. It is estimated that there are over 400,000 off-highway vehicles currently in the State of Nevada. Over 20,000 new vehicles are sold in Nevada every year. This would be good for tourism as well. This would provide not only a safe place for Nevada residents to ride, but people from other states could come here to ride and bring tourism dollars to our economy.

Sabra Smith-Newby, Director, Intergovernmental Relations, Clark County:

We are also in favor of this resolution as it will provide a great resource for the riders in southern Nevada.

Chair Atkinson:

We will close the hearing on S.J.R. 18 and entertain a motion.

ASSEMBLYMAN CARPENTER MOVED TO AMEND AND DO
PASS AS AMENDED SENATE JOINT RESOLUTION 18.

ASSEMBLYMAN MANENDO SECONDED THE MOTION.

Assemblywoman Gerhardt:

I have a disclosure. I have a jeep and a quad.

MOTION PASSED. (ASSEMBLYMAN CLABORN WAS ABSENT
FOR THE VOTE.)

Chair Atkinson:

We will open the hearing on Senate Bill 40.

Senate Bill 40: Makes various changes concerning the issuance of certificates
of registration by vehicle dealers. (BDR 43-620)

**Deborah Cook, Deputy Chief, Administrative Services Division, Department of
Motor Vehicles:**

[Read from prepared text ([Exhibit C](#)).]

Chair Atkinson:

You said that the cost will be determined by the Department of Motor Vehicles
(DMV)?

Deborah Cook:

They would be set in regulation.

Chair Atkinson:

What are they?

Deborah Cook:

At this point, we do not know. Hearings would be conducted for input and then
the Department would determine the maximum allowance for the dealers to
charge.

**Dennis Colling, Chief, Administrative Services Division, Department of
Motor Vehicles:**

This is a pilot to see whether we should continue to encourage more dealers to
participate. The cost would be around \$10. We do not know if it would be
feasible at that level. We will have public hearings with input from the dealers,
the public, and the Department. We do not want the dealers to charge an

unreasonable amount. In order for the dealers to be encouraged to do this they will have to make some money from it.

Chair Atkinson:

So, the new car dealers who also sell used cars currently do this. Am I correct?

Dennis Colling:

Currently, we only have one dealer, Shack Findlay, who participates in our pilot program.

Chair Atkinson:

What is he charging?

Dennis Colling:

They are not allowed to charge anything at this time.

Assemblyman Goicoechea:

When you go to the DMV they do not require you to provide proof of insurance but you are asked if you have insurance. If the new or used car dealerships have the ability to register a purchased vehicle, I want to make sure that we are not expanding the uninsured drivers or vehicles on the road. Private dealerships are not going to be as focused or concerned about it as the DMV would be.

Dennis Colling:

We catch people who do not have insurance through our insurance verification program (IVP). The insurance companies provide us with their book of business on a regular basis which is how we catch people. When they come to our counter we do not require that they provide us with proof of insurance.

Chair Atkinson:

When you go to the counter after you have purchased a car you have to show the DMV your insurance. If you do not show insurance, they will not take your information.

**Martha Barnes, Administrator, Central Services and Records Division,
Department of Motor Vehicles:**

At the counter you need to sign a statement saying you will carry insurance. We do not check for proof of insurance at the counter. We tie that insurance record to the vehicle record when we get that book of business from the insurance companies.

Chair Atkinson:

Why do they no longer ask for the insurance?

Martha Barnes:

Anyone can show us a proof of insurance card. We found that the cards can be made on home computer printers. We are taking what the insurance companies validate electronically to us as proof.

Assemblywoman Gerhardt:

Currently, dealerships have private individuals who make themselves available to go to the DMV, stand in line, and do the registration for a fee. How are they authorized to do that? What do they charge for that kind of service?

Dennis Colling:

We do not authorize those. All they are doing is taking a place in line with your registration to register your car on your behalf. We do not have anything to do with that.

Assemblywoman Gerhardt:

Can someone answer that question? What do they typically charge? We are trying to get to how burdensome this is going to be if someone elects to do this.

Dennis Colling:

I do not know this. We can ask and respond to the Committee. I do not know the name of the company.

Assemblywoman Gerhardt:

We probably need that information. Mr. Chairman, can we get that?

Assemblyman Goicoechea:

Regulations were changed that you no longer required a proof of insurance at the counter when a vehicle was registered. Is that correct?

Martha Barnes:

The law was changed. Basically, we were trying to eliminate customers sitting in our offices waiting for that proof of insurance to be sent by the resident insurance agent to the office. We were turning them away at that time if they could not provide that proof.

Assemblyman Goicoechea:

I am inclined to believe that both ways are better. If S.B. 40 passes, a used car dealer could register your vehicle. It is easy to write on a piece of paper I have

insurance, and walk out the door. It will be at least 60 days before you find out he does not have insurance at all. All the new vehicles and car dealerships would have the ability with the technology in-house, the decals, and the plates to do the whole package. Is that correct?

Dennis Colling:

When the insurance company provides us with the book of insurance and you are not on there, you are fined up to \$250. We trust that you have insurance and we verify it. That is our process. It shortens the time you have to be in our office. It eliminates a problem with a person coming in with 30 days worth of insurance, then dumping the insurance after he registers a car. It seems to be working quite well.

Assemblyman Goicoechea:

My constituents complain about the \$250 fine because they moved from another state to Nevada and did not realize they needed Nevada insurance. It is the most frequent complaint I get in rural Nevada. When the insurance company notifies the DMV of either the lapse of or no insurance, you send a letter out requiring the licensee to send it back within 15 days or 30 days to show he has proof of insurance. Will the car dealership have the decals and plates to hand to that person when he purchases a vehicle?

Martha Barnes:

If this was taken care of at the dealership, we would mail the plates, decals, and registration to the customer upon completion of that transaction.

Assemblyman Goicoechea:

It would be similar if you registered on the Internet.

Dennis Colling:

That is correct. We are also looking at that as an option for the Department as a whole to enable you to purchase a new vehicle. The dealer would send us that information. You would go on the Internet and register based upon the vehicle identification number (VIN), and we would mail you the decal and plate.

The objective of all the things we are discussing is to keep the customers out of the office and allow them to conduct their business without having to stand in line at the DMV.

Assemblyman Goedhart:

On that first trial we only had one dealership actively participating. The general idea was to make it as customer friendly as possible. Do you think a \$10 fee would be enough incentive for more participation from the dealers?

Dennis Colling:

When the auditors questioned the dealers about why they were not participating in this pilot program they had a variety of reasons. They asked the dealers what would be the incentive to participate in the program. The dealers said the ability to collect a fee from the customer would make it more attractive to participate.

Assemblyman Goedhart:

It is just a matter of how much.

Dennis Colling:

That is correct. One thing that occurs and a reason why there has not been a lot of participation by the dealers is that a customer goes into a dealership with a certain dollar amount in his mind that he is going to spend. The dealer has a product that he is going to sell. Any money the customer has in his pocket and does not spend with that dealer, the dealer feels he has missed an opportunity.

Assemblyman Goedhart:

In other states if you buy a car at a dealership they will take your driver's license and insurance information and go to the DMV and get your plates. In those states they also charge a document fee. Why is that not included in the current document fee that the dealers are charging?

Dennis Colling:

Our dealers do charge a document fee, which is not regulated by the DMV. They would have to answer that question. The Franchised Dealers Association supports this bill.

Assemblyman Goedhart:

Basically, a person would have an option under S. B. 40 to register at home and to avoid that fee charged by the dealer. In other words, it would be voluntary?

Dennis Colling:

This bill does not anticipate you registering from home. But, this is an entirely voluntary choice when you go to the dealer. The register-at-home program that I brought to your attention is part of our budget and is going forward that way.

Assemblywoman Gerhardt:

After a car is purchased and the customer realizes he spent too much money and decides to take back the car. The car is registered. Does it create complications to try to undo what was done?

Dennis Colling:

That is correct. It would be something we would have to address electronically within our Information Technology unit.

Assemblywoman Gerhardt:

What would be required on the part of the consumer? I believe there is in statute so many days in which to change your mind when you have signed a contract.

Chair Atkinson:

You are asking about buyer's remorse. California has that, but Nevada does not. They do not have to allow you to bring back the car.

Assemblywoman Gerhardt:

Once you walk out the door, the vehicle is yours and the contract is enforceable.

Chair Atkinson:

That is true.

Assemblywoman Gerhardt:

To answer the question, what would you have to do in order to undo that?

Martha Barnes:

We already have something in place that allows plates to be turned in and we can take that registration and make it nonactive. We have that portion in the database; we would just have to determine how we were going to get that information back from the dealership.

Chair Atkinson:

There is no buyer's remorse for a car that is running right, but two days later you have some issues with the "lemon law." How do you get that money back? We know that the DMV does not like to reimburse on registrations.

Assemblyman Goicoechea:

How many car dealerships are in the State of Nevada? If there is a fee attached to this we can see a lot of people wanting to access it, assuming there is going to be a profit margin in this somewhere. We might have a lot of car dealers, and the more dealers out there, the more opportunity there is for money to be misplaced or transferred.

You said in the budget process the Department is trying to move forward with home registration process. Is that correct?

Dennis Colling:

We have a proposal in our budget to electronically go to the dealer report of sale (DRS). The DRS is the document generated at the automobile dealer with all the information on it that a purchaser would bring to our office when registering a new car. We enter it manually into the computer. Since the information is generated by the computer program at the dealer, our thought is to have the dealer transmit that information to us electronically. We have it in our records and a person can go to the Internet and identify the vehicle to be registered. We would mail the decal, license plate, and registration, thus avoiding a trip to the DMV.

Assemblyman Goicoechea:

Instead of talking about this fee, we are talking about a computer available when a person is buying a new car.

Dennis Colling:

We were encouraged to bring this bill forward through the audit process.

Assemblyman Goicoechea:

When a person is buying a new car, a computer would be handy so the dealer can enter the vehicle data. After the data is entered a person could swipe his credit card and he would be registered before he left the dealership. Is that what you are saying?

Dennis Colling:

That is correct.

Assemblyman Goicoechea:

The DMV already uses a number of kiosks. If there is a dealership selling a lot of cars, there might be an opportunity to have a kiosk in place. You could probably do about 40 vehicles a day. I do not care for the bill because there are many unanswered questions. It seems like there could be a safer and more secure way than just saying everybody could go out and charge \$50 to register a vehicle as long as you comply and get certified. We could have 1,000 people collecting for the DMV and it scares me.

Dennis Colling:

One of my functions at the DMV is to count the money and I am very careful.

Assemblyman Carpenter:

If someone buys an expensive vehicle and the dealer charges \$10, \$15, or \$20 to register it, it might be the last time he would buy a car from that dealership. I would not want to be in the position of that dealership. What you were talking about before, having them put it into a computer and sending it to the DMV, makes a lot more sense than trying to do something like this. I agree with Mr. Goicoechea, I do not like this bill.

Assemblywoman Womack:

When you buy a new car you get a temporary placard. Will this end having to have a temporary placard once the car is registered?

Dennis Colling:

No, you would still need to have the placard until you actually receive the plate, decal, and registration.

Assemblywoman Womack:

Would it still be a 30-day placard in which to get the plates back to us?

Martha Barnes:

Yes, that is correct.

Assemblyman Manendo:

How many new and used car dealerships were surveyed? How many were returned?

Dennis Colling:

The information was given to me by one of their lobbyists.

Assemblyman Manendo:

Who sent out the survey?

Dennis Colling:

It was done through first hand meetings between the internal auditors for the Department of Administration who went out and visited the dealers personally. They did a sampling of the dealers in Las Vegas, northern Nevada, and rural Nevada. That is how they arrived at the dealers saying they would be willing to participate if they received a fee.

Assemblyman Manendo:

How many used car dealers said they would do it if there was a fee? Did they survey ten shops in Las Vegas?

Dennis Colling:

I do not know.

Assemblyman Manendo:

Can we find out? I would be interested to know if the demand was high, how many were surveyed, and the results of the survey.

Chair Atkinson:

How is the pilot program going with Shack Findlay?

Dennis Colling:

It appears to be working well with them. We have no complaints from them or the public concerning it.

Chair Atkinson:

How is the program going with them with the DMV?

Dennis Colling:

The program is going fine with the DMV.

Chair Atkinson:

I have had a couple of Assembly Members, who do not sit on this Committee, approach me regarding insurance. If an individual signs something stating he has insurance through one of these pilot places it goes onto the DMV. The problem is that some of these people who sign a statement honestly believe they are insured. Is there any leniency shown? The DMV is issuing the \$250 fine and saying "so what." It is not totally germane to this bill, but it has a little bit to do with it.

Martha Barnes:

Assembly Bill 497 addressed some of the issues we were having with the Insurance Verification Program (IVP) trying to ensure that the customer is aware that he has to be insured in Nevada. We put signs in the offices, flyers with insurance information, and red lettering on the registration form where the customer has to sign, but it turns out that the customer just does not understand it. We are trying to be proactive and put some information out to make it clear.

Chair Atkinson:

I am still concerned that we are slapping fees on individuals who honestly believe their out-of-state insurance is good here in Nevada until they get that letter from the DMV. We have to educate our community a little bit better, but in many cases people who just moved here do not know the law.

Assemblyman Goicoechea:

I get complaints about people who are flagged for not having insurance. Under existing law in order to cancel your insurance you need to surrender your tags or you get the \$250 penalty. For example, snowbirds going south for the winter have a vehicle parked in their back yard for six months. They cancel their insurance and to be in compliance with the law they take the plates down to the DMV, but they do not get credit for those tags. So, they run the risk of coming home to find a letter from the DMV with a \$250 penalty.

How many cars does the Findley Dealership in southern Nevada register?

Chair Atkinson:

Is there a way to get any of this information on the numbers from Findley? At this point it does not look like this Committee has a huge appetite for this bill.

Assemblyman Goicoechea:

I would like to see how many cars Findley has registered in a two-year period as far as the pilot. Also, how many people would be eligible to register these cars?

Chair Atkinson:

The other question, Mr. Goicoechea, was how many dealers this program will be opened to?

Assemblyman Goicoechea:

Yes. We would have it wide-opened.

Chair Atkinson:

The last question was Mr. Manendo's of how the survey was conducted.

Catherine O'Mara, representing Lee Bros Automotive Sales and Leasing, Inc.:

We are in support of this bill. I would like to address one of the questions by Ms. Gerhardt. My client is a used car salesman and currently offers, free of charge, the service where he or a member of his staff will go to the DMV and register a purchased car. I will get the number from my client of how many they do per month or per year. This bill will open up the pilot program, currently exclusive to new car dealers, and will allow used car dealers to register on-site

as well. Even without a fee, my client would still support this idea of being able to do on-site registration.

Chair Atkinson:

We are going to get the information from the DMV as well.

Assemblywoman Womack:

When you sell a car and it is financed, does the finance company require proof of insurance before you let the car off the lot?

Catherine O'Mara:

I do not know that information, but I will get it for you.

Danny Coyle, representing State of Nevada Employees Association, American Federation of State, County, and Municipal Employees Local 4041:

We are opposed to S.B. 40 for reasons other than what was mentioned. Classified employees who are members of our association/union are able and trained in the registration of motor vehicles and we adamantly oppose any type of outsourcing of state services. A pilot program or not, this is another attempt to privatize state services to a profit-making business. The constant complaint of standing in line would be alleviated by this bill. It could put an added burden on some of our members who are classified employees working for DMV.

Oran McMichael, representing State of Nevada Employees Association, American Federation of State, County, and Municipal Employees Local 4041:

We have submitted a letter to the Committee with respect to our concerns. In addition, we see this as a hidden tax. There is nothing in the bill that says that it is a voluntary situation or that a dealer would have to disclose this additional fee to the consumer. With respect for the expansion, corner lots could qualify for this concept. Anybody who wants to sell a car would fall under this so-called pilot program.

Daryl Capurro, Private Citizen:

The definition in Nevada statutes regarding a used vehicle is one that has been registered at this or any other jurisdiction. The act of registering at the time of purchase makes it a used vehicle, even though the plate is not available until it is sent out. That could cause some problems if there were some concerns regarding financing. That is something you need to take into consideration.

The process of canceling one's insurance and replacing it immediately with another insurance company triggers a notice from the cancelled insurance company to the DMV. It further triggers a letter from the DMV asking for

proof-of-insurance during that interim period because all the DMV knows is that they received notification the insurance was cancelled.

Chair Atkinson:

We will close the hearing on S.B. 40. There are some Committee members who have some concerns with this bill. If there are any amendments to this bill, I ask that you email them to me. Meeting adjourned. [2:52 p.m.]

RESPECTFULLY SUBMITTED:

Emilie Reafs
Transcribing Secretary

APPROVED BY:

Assemblyman Kelvin Atkinson, Chair

DATE: _____

EXHIBITS

Committee Name: Committee on Transportation

Date: May 1, 2007

Time of Meeting: 1:30 p.m.

Bill	Exhibit	Witness / Agency	Description
	A		Agenda
	B		Attendance Roster
S.B. 40	C	Deborah Cook, Department of Motor Vehicles	Prepared Written Text