

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

**Seventy-Fourth Session
March 27, 2007**

The Committee on Transportation was called to order by Chair Kelvin Atkinson at 1:37 p.m., on Tuesday, March 27, 2007, in Room 3143 of the Legislative Building, 401 South Carson Street, Carson City, Nevada. The meeting was videoconferenced to Room 4406 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 Jerry D. Claborn
Assemblyman Ty Cobb
Assemblywoman Susan Gerhardt
Assemblyman Ed Goedhart
Assemblyman Pete Goicoechea
Assemblyman Joseph Hogan
Assemblywoman RoseMary Womack

GUEST LEGISLATORS PRESENT:

Assemblywoman Francis Allen, Assembly District No. 4
Assemblyman Ruben Kihuen, Assembly District No. 11
Assemblyman Tick Segerblom, Assembly District No. 9

STAFF MEMBERS PRESENT:

Marjorie Paslov Thomas, Committee Policy Analyst

Minutes ID: 697



Sharon Wilkinson, Committee Counsel
Kelly Troescher, Committee Secretary
Matt Mowbray, Committee Assistant

OTHERS PRESENT:

Tom Courtney, Private Citizen, Las Vegas, Nevada
Martha Barnes, Central Services and Records Division Administrator,
Department of Motor Vehicles
Tim Tetz, Executive Director, Office of Veterans' Services
Tod Jennings, Master Sergeant, Retired, United States Air Force
Victor Moss, 1st Vice Commander, American Legion, Post 8; Past
Director, American Legion Riders of Nevada
Bruce Manning, Manager, License Plate Factory, Department of Motor
Vehicles
Alfredo Alonso, Representing Norm Baker Motor Company, Las Vegas
Keith Caldwell, Owner and Operator, Norm Baker Motor Company, Las
Vegas
Sharon Zadra, Reno City Councilwoman, Ward 2
Nicholas Anthony, Legislative Relations Program Manager, Office of the
City Manager, Reno
Joyce Sharp, Private Citizen, Reno, Nevada
Loyal Robert Hibbs, Private Citizen, Reno, Nevada
Douglas Dotson, Private Citizen, Las Vegas, Nevada
Wendell Newman, Private Citizen, Carson City, Nevada
Bill Thomas, Past President, Valley Cruisers Car Club

Chair Atkinson:

[Meeting called to order at 1:37 p.m. Roll called.] We have a quorum. We have five bills before us today. We are going to have to move quickly on some of these. To not be repetitive on testimony, we encourage you to go on the record and say "me too." We have some important bills in front of us today, so we want to give everyone his allotted time to address us. We are going to start in order.

We have Assembly Bill 176 before us. I would invite Ms. Allen to the table to present the bill.

Assembly Bill 176: Provides for the automatic transfer of ownership of certain vehicles and motorboats to the designated beneficiary on the death of the owner. (BDR 43-425)

Assemblywoman Francis Allen, Assembly District No. 4:

I come here in support of Assembly Bill 176. As many of you know, we, as members of the Assembly, receive a large volume of email. About a year and a half ago, I received an email from Mr. Courtney, who was most unhappy about his experience at the Department of Motor Vehicles (DMV) and the Nevada Department of Wildlife (NDOW) in reference to a title transfer after a family member had passed away. His story closely mimics mine insofar as an experience I also had with the DMV upon the death of my father. In the interest of time, I am going to let Mr. Courtney go through the bill. We have a representative for the DMV to testify as well.

Tom Courtney, Private Citizen, Las Vegas, Nevada:

I am representing myself, but for all intents and purposes, I think I am representing all residents of Nevada who own vehicles and boats. Therefore, I am before you today as a supporter, advocate, and proponent of A.B. 176, which allows residents to own their vehicles and boats through a beneficiary form of ownership.

In terms of boats, this will apply to boats that are not documented. Documented boats are those that are documented by the United States Coast Guard. Those would not be included. There is precedence in Nevada law in terms of statutes regarding a beneficiary form of ownership. I cited a few in my handout ([Exhibit C](#)). One is the Uniform TOD Security Registration Act. TOD means "transfer on death." That is also the specific title and chapter in the code entitled "registration and securities in beneficiary form." That is Nevada law already for personal property. In addition, we have a section dealing with real property that allows a transfer of property upon death of the owner—"The owner of an interest in real property may create a deed that conveys his interest in real property to a grantee which becomes effective upon the death of the owner." That, in essence, is a TOD element. A deed is to real property as a title is to a vehicle. To convey means the same thing as transfer. In this case, "grantee" is the same as a beneficiary. We have two instances already existing in Nevada law of a beneficiary form of ownership.

Other states have beneficiary forms of ownership. One is California. I chose California because it is our neighbor and the most populous state. For that reason, I thought it would be a good representative state to choose. It allows the transfer of both boats and vehicles to the designated beneficiary. I indicated the sections should you choose to look them up on the internet. There are other states that have the beneficiary form of ownership for vehicles: Connecticut, Ohio, Kansas, and Missouri, in addition to others.

There are potential additional revenues to the DMV and NDOW. California charges \$10 to title your boat in beneficiary form. Nevada could do that, should they chose.

This also begs the question: why not joint ownership of the vehicle? I cited a few grave concerns of joint ownership. One is, as a joint owner, if you have a fallout with the other owner, that person could take the vehicle somewhere, sell it, and take the proceeds without your knowledge or consent. The other pitfall is if there is an accident; we are a "sue-happy" society. If you have a joint ownership and you were deemed at fault in an accident, the others involved in the accident can come after all joint owners. That is a high risk.

There is also impact on probate. In essence, this is a way of avoiding probate. If the vehicle and/or boat is registered in a beneficiary form of ownership, it allows that asset to pass by operation of law. It also registers the asset not subject to probate, and regardless of what a will says, it does not supersede if an asset has a designated beneficiary. That would be true for vehicles and boats also.

I do not believe this to be a political issue. I think it would have support across the political spectrum.

Assemblywoman Womack:

This is a common sense approach. Many large items are transferred this way anyway, such as the home, accounts, et cetera. Why should a boat and a car be any different? It is the choice of the person as he registers to do it with the TOD. Is that what you are proposing?

Tom Courtney:

Yes. In my experience in California when I registered my boat and vehicle, not many people knew about that provision. It has been in the California law since 1993. I went through about six people and finally found someone who had done it before.

Assemblywoman Womack:

If it is not registered as a TOD and the person expires, then it has to go through normal probate?

Tom Courtney:

Yes.

Assemblywoman Womack:

That is my understanding.

Assemblywoman Allen:

Martha Barnes from the DMV is prepared to testify.

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

[Spoke from prepared text ([Exhibit D](#)).]

Assemblywoman Allen:

The difficulties that Mr. Courtney and I experienced cannot be changed, but we can help make the process easier for everyone else in the State. That is why this bill culminated.

Assemblyman Hogan:

I wanted to ask the DMV if there are any steps they would have to take to make their staff more aware of this practice. Since it is new, could we assume that if any of us need to register a title in this way, we could find someone to help us?

Martha Barnes:

Yes. That is correct. I believe the bill states we will create a form. That would be something out there for all customers.

Assemblyman Goedhart:

Does this apply only to vehicles that are lien-free? Or does it also apply to vehicles that have a lien on them?

Tom Courtney:

I do not believe you can have a lien vehicle in the beneficiary form of ownership. The lien-owner would own the vehicle.

Chair Atkinson:

Are there any other questions from Committee members? [There were none.]
Are there any others who would like to be heard on Assembly Bill 176? [There were none.]

ASSEMBLYMAN GOICOECHEA MOVED TO AMEND AND DO PASS AS AMENDED.

ASSEMBLYMAN COBB SECONDED THE MOTION.

MOTION PASSED UNANIMOUSLY.

I am going to close the hearing on Assembly Bill 176.

We will now be hearing Assembly Bill 278 by Mr. Kihuen.

Assembly Bill 278: Requires the Department of Motor Vehicles to issue certain special license plates available for use on motorcycles. (BDR 43-1191)

Assemblyman Ruben Kihuen, Assembly District No. 11:
[Spoke from prepared text ([Exhibit E](#)).]

Tim Tetz, Executive Director, Office of Veterans' Services:

We are one of the agencies that is a beneficiary of the veterans' license plates. The veterans' license plates are one of 35 special license plates offered to Nevadans as a way to proclaim their heritage and who they really are. Perhaps more than the university plates, the hobby or other membership plates, the veterans' plates truly proclaim the dedication that a veteran, or veteran's family member, had in service to their country.

We wholeheartedly support Assembly Bill 278. I wanted to bring two things to your attention. First, Section 2 deals with the use of plates, adding the plates in for the veterans' license plate. That section will be affected in some way, through Senate Bill 219, which changes the designation of the ultimate outcome on where the moneys earned through the plate sales go. Sections 3 through 5 deal with the specialty plates concerning Pearl Harbor veterans, disabled veterans, Purple Heart veterans, and ex-prisoners of war (POWs). If Senate Bill 17 was passed out of the Senate and is now in your House, we are looking for support. That would allow any of those recipients to also have a second set of plates. Right now, they are limited to only one set. That will be clarified if S.B. 17 is ultimately passed.

All in all, we are not talking about a tremendous number of veterans who are affected. Within the State of Nevada, there are only 202 POWs, of which 117 currently have plates. There are 165 Pearl Harbor survivors, of which 66 have plates. The disabled veterans is the second largest group with nearly 2,000 who are 100 percent disabled and 1,185 currently have a plate. The number of Purple Heart recipients within the State is unknown, but as of this spring, there were 1,161 plates issued. There are 12,500 veterans who have a veteran's license plate on their vehicles. In the growing age where the Patriot and American Legion riders are becoming an important piece of our heritage and communities, a fitting way for us to say thank you to the veterans is to allow them to have plates for their motorcycles.

Tod Jennings, Master Sergeant, Retired, United States Air Force:
[Spoke from prepared text ([Exhibit F](#)).]

Assemblywoman Womack:

Mr. Tetz, I attended a meeting last January in Boulder City of the Nevada Veterans' Services. While I was there, we talked about license plates, both for cars and motorcycles. I should make the disclosure that I am a Legionnaire. I belong to Unit 40, Women's Auxiliary. My husband is Post 40. We have both served in positions both nationally and locally for the American Legion. The motorcyclists throughout the country are known for the good service they do. It is not just in Nevada. I think it is great that this bill is brought forward. I ask the question we asked in January about the dollars spent for the veterans' license plates, both for cars and for motorcycles: will the veterans benefit from the fees that are collected for the license plates?

Tim Tetz:

The conversation you reference from January is based on a point paper that we published as an agency. One of the first things I investigated in coming into the agency was the veterans' license plate program. We determined that last year, of the \$278,000 brought in by this, only \$100,000 went to the Veterans' Home. The remainder went into the General Fund. As you may be aware, we also returned \$2 million back to the General Fund. We gave more money back. Every veteran who purchased his plate last year actually gave his money to the General Fund rather than the Veterans' Home. That is something we are attempting to fix through S.B. 219. It will make sure there is an overall agency General Fund that will collect all the money, and \$100,000 will still go into the gift account for the Veterans' Home. The remainder will stay for the agency's use in special outreach programs and projects that we cannot currently take care of. I would hope, through passage of this bill, that these funds collected through the motorcycle plates would do the same.

Victor Moss, 1st Vice Commander, American Legion, Post 8; Past Director, American Legion Riders of Nevada:

[Spoke from prepared text ([Exhibit G](#)).]

Assemblyman Carpenter:

Would there be a motorcycle plate manufactured to have disabled veteran, ex-POW, et cetera, descriptions on them?

Victor Moss:

No, sir. All we are asking for is to be treated equally under the law. The law currently says it would strictly have a plate with the word "Veteran" on it, and then the seal of the Army, Air Force, Navy, Marine Corps, or Coast Guard. We are not asking for any special fund or special procedures. We are just asking to match the current State law and allow it on our motorcycle plates.

Tim Tetz:

Section 2 of the A.B. 278 would allow the specialty plates by the Armed Forces Branches. Sections 3 through 5 would allow specialty motorcycle plates for those Pearl Harbor, Disabled, and Purple Heart veterans. We are covering every specific class of veterans' plates that are currently out there through this bill.

Chair Atkinson:

Is there anyone else to testify in favor of A.B. 278? [There were none.] Is there anyone to testify in opposition of A.B. 278?

Martha Barnes:

[Spoke from prepared text ([Exhibit H](#)).]

Chair Atkinson:

What is the issue with the National Guard plate again?

Martha Barnes:

This shows National Guard, which has to be on the plate. That is the existing design. You can read only the last four numbers. That would be an issue for law enforcement—they would be unable to read the plate.

Assemblyman Claborn:

When you put these fiscal notes together, are they for a one or two year budget? How do you come up with what these costs would be?

Martha Barnes:

The fiscal note on this one would be a one-time cost to purchase the die if we were to be able to change the whole position. The \$2,000 is a programming cost, which would also be a one-time cost to make the changes to the system.

Assemblywoman Gerhardt:

Have you explored any other options with the veterans as far as the design? Obviously, we have to have holes in the correct place so they can be affixed to the motorcycle, but that seems a small problem. A die can be purchased. But as far as the design, have you explored any other way to identify the National Guard or something of that nature? Maybe it could be put in smaller print or could be run across the top of the plate as opposed to having it in the left-hand corner. It would seem to me there should be some way of accommodating them.

Martha Barnes:

That would certainly be something we would look at, but we were not approached prior to this meeting.

Chair Atkinson:

I think some of the problem with that is neither the DMV, nor this Committee, can change someone's logo. If that is the way it was designed, we cannot arbitrarily change it. They can request it, but I do not think that will be dealt with in this bill.

Assemblyman Goedhart:

I am not sure how you do your numbering systems, but would it be possible for the veterans' motorcycle plates, if they were to happen, to have a four-digit number instead of a six-digit one?

Martha Barnes:

We explored that, and we found we would have to go back through our system to find released numbers. That would be a huge programming change for us. It would be very costly.

Assemblyman Manendo:

In regard to doing a specialty license plate for motorcycles, would it then be applied for anybody, not just veterans?

Martha Barnes:

That has been the history. Once one plate is accepted, it goes across the board.

Assemblyman Manendo:

It seems as though the focus has just been on veterans, but I just wanted to make sure there was not a misunderstanding about other motorcycle organizations being able to apply as well.

Chair Atkinson:

I think it would already have to be an approved license plate. Then, if the veterans are approved, is there a way to open it up for others who may want plates at the same time? I get the feeling if we do this for veterans, other organizations we have special plates for will want them too. I think that if we did something like this that we might want to take a look at others as well. While we are thinking about the numbering system, could we think of how many possibilities there may be out there?

Assemblyman Carpenter:

Do you have a special machine that makes the license plates for motorcycles?

Bruce Manning, Manager, License Plate Factory, Department of Motor Vehicles:

We currently have a motorcycle system that we have to use. We have to downsize from regular size license plates, which are 12 inches. We have to shrink all the machinery down to seven inches. The die takes about two days to do all the transformation to run motorcycles. Therefore, we run motorcycle plates about twice per year. To make it known for the State, we average about 22,000 per year.

Assemblyman Carpenter:

There is no way to fix the machine so that can put the veterans on it?

Bruce Manning:

We have been able to shrink the design down, but on the veteran's plate, it limits us to how many numbers we can put on there. We still cannot fit the sequential numbers on there. We have so many numbers out there for law enforcement that are three and four digits and other specialty plates that are four digits. The veterans' plates had five numbers when we started. We are running out of numbers. We used alphanumeric characters and many sequences, and we are stuck.

Assemblyman Carpenter:

Is the \$50,000 going to be used to buy a new piece of equipment?

Bruce Manning:

It would be used to aide in this process if we went forward with the program to get old numbers in the database that were not used and then remade the plates that way.

Martha Barnes:

I would like to ask Mr. Manning to explain the die and how it works if it would help the Committee.

Chair Atkinson:

I think it would.

Bruce Manning:

The die we are trying to procure would allow us to make a larger plate to accommodate more numbers. Therefore, we could put different mounting holes to match up to the current motorcycle holes. But this would be a larger plate than our normal four-by-seven.

Martha Barnes:

The die we currently use at the tag plant is a whole piece that cuts the plate and punches the hole in one fell swoop. We would have to have a die that would allow us to change the holes. Right now we have one for the large plate and one for the motorcycle plate. We would need another one to be able to change what we originally have.

Assemblyman Carpenter:

It seems like there ought to be some way to come up with a solution to this problem. How much does it currently cost to make a plate when you have all the machinery?

Martha Barnes:

I think we are talking about the fiscal note that applies to this bill today. If we were to continue on with the small and large plates that we are ready to make now, there would be no impact. We cannot do it the way we are set up today.

Assemblyman Carpenter:

I know. That is not my question. When you make a plate, and I buy it, how much of the cost goes into the manufacture of that plate?

Bruce Manning:

To make a plate, including all utilities, labor, and everything, currently runs around \$1.51 per plate.

Assemblyman Carpenter:

You could say that to get this new piece of equipment and to make 1,000 plates, it would be quite an expense to add it to the cost. How many do you figure they are going to sell?

Assemblyman Kihuen:

We are anticipating between 5,000 and 7,000 will be sold.

Assemblyman Carpenter:

The cost would be around \$10, right? I think there should be some way to work this out.

Assemblywoman Gerhardt:

What is the difference in size between a regular-sized plate and a motorcycle plate? Is it half the size? [Martha Barnes showed mock-ups of license plates.] My husband has a motorcycle, and he happens to be a veteran. I know they are very particular about how their bikes look, but can you put a regular-sized plate on a motorcycle? Is that legally acceptable?

Martha Barnes:

I am not sure if there are any parameters with that. The main problem would be where the holes are located so it could be attached.

Assemblywoman Gerhardt:

I think that could probably be figured out. I do not know if this is even anything they would be interested in, but it is just an idea to solve the problem.

Assemblyman Goicoechea:

You do not punch plates anymore like the old styles where the numbers were raised. Right now, we are just talking about a sticker on there. It seems to me that once the plate is punched out, the plate itself is not raised. In fact, the new plates are only about one-third of the weight of the old ones, correct?

Bruce Manning:

Yes, they are about one-third of the weight. We get six plates per pound now instead of four. Making the plate is not the problem; it is getting a numbering sequence that we can use that would not conflict with all other plates that are out there.

Assemblyman Goicoechea:

As I look at the two examples that Martha had, even the lettering is smaller. It would seem to me you would be able to shrink it down enough to make it fit, accommodate them, and still make it visible.

Chair Atkinson:

Is there a way to do that? I am not sure it is possible with the current equipment. If it is not, is there something additional we need to purchase?

Bruce Manning:

We can shrink the number down to any size and make it fit, but then it would be unreadable for law enforcement or anyone else. Right now it is so small that you cannot read it from the bench, and then I would have to go smaller on a moving vehicle.

Assemblywoman Gerhardt:

Would it be acceptable to have some type of stick-on decal that would designate the service? Would that be acceptable to the DMV since you do not really have an objection to the plate or the idea, but you have an objection with the cost associated with making a bigger plate? We stick other things on our license plates, so could they be allowed to put some other type of emblem on there?

Martha Barnes:

You are no longer asking us to put the emblem on the license plate?

Assemblywoman Gerhardt:

No. I do not know if this is acceptable to them, but what they want is a regular-looking plate that has whatever the different veteran designations are. If they could manufacture it on their own and be allowed to put it in the corner of their plate, maybe it would achieve the recognition they are looking for while eliminating the cost involved. Would it be acceptable if they did something like that?

Martha Barnes:

I think that would be a law enforcement issue. We are going to make the plate with security features. Law enforcement looks for that when they stop someone and check a plate. I think that is something they would need to answer.

Assemblywoman Gerhardt:

So you do not have any objection, it would just be the law enforcement component?

Martha Barnes:

I think they would have to answer that.

Assemblywoman Gerhardt:

But the DMV has no objection?

Martha Barnes:

When a specialty design is approved, it either goes through the Legislature or it goes through the Special Plate Commission. We work with the sponsor to determine what that design is going to look like on the plate and what kind of numbering system can work. I think the only way you could get this to work is if you redesigned every plate. Then you would have the issue of some of these plates that are written in statutes, such as the Purple Heart or disabled veteran plate. It is specific in statute that the specific lettering needs to be on the plate. Since it is in statute, that is what we follow.

Assemblywoman Gerhardt:

I think we are making this more complicated than it needs to be. If they could come up with some kind of emblem, so long as law enforcement had no objection, it sounds to me as though it might solve the problem.

Martha Barnes:

This is something they are going to do on their own?

Assemblywoman Gerhardt:

It is one suggestion for the sponsor.

Martha Barnes:

I do not think that would affect us.

Chair Atkinson:

We were looking at the statute. I am not sure you would be able to do that, but we will look into it.

Assemblywoman Womack:

It is \$50,000 to get the equipment needed to make the plate. The question was asked whether this would open it up to all other motorcycle enthusiast groups, et cetera. But the initial investment is really for not just this one plate, but for other motorcycle plates down the line the same way we do with car and motor home plates. Can the \$50,000 cost be the cost of equipment over a period of time, rather than all in one year and only for one project?

Martha Barnes:

The \$50,000 on the fiscal note was to make the large plate with the motorcycle holes in it. If the Committee were to decide they want to go a different direction, or if the designs were going to be changed, that could change. If the designs were changed and we were already set up to make the motorcycle plates, we would make them that way. I think that this is something that can possibly be worked out, but not the way this bill is written.

Chair Atkinson:

I just wanted to clear it up for myself. The \$50,000 fee would be for the die cutter, which would be for changing the holes on the regular-sized plate. Correct?

Martha Barnes:

Correct.

Assemblyman Goedhart:

Hypothetically, let us say we were able to come up with something where we could have a veteran plate on a motorcycle. If a guy already had a motorcycle, would he go to the DMV and surrender his old plates? Would he need to? What would it cost to buy a new set of veteran plates for his motorcycle?

Martha Barnes:

I am not sure I have that information with me, but I could get it to you. I believe it would have to be along the same lines as these specialty plates are now. If you buy a trailer plate with a specialty design, you pay the same fees that you would for a passenger car vehicle.

Assemblyman Goedhart:

The reason I asked was if we had many people out there who wanted to get the new plate, and they paid to "upgrade" or personalize it to a plate they wanted, it might turn out to be a significant enhancement of revenue for the DMV, thereby making the fiscal note of \$50,000 quickly paid back.

Do we have anyone from surrounding states that are able to accommodate the veterans and their desire to have a veteran motorcycle plate? Have we checked into that to see what surrounding states are doing?

Bruce Manning:

Yes, I have checked in different states. Colorado currently has their numbering system where they have three alpha characters, the symbol of the veterans in the middle, and three alphanumeric characters after the symbol. Their plate is a different size from our current-sized plate. That is why we want the die to enhance, so we can enlarge the plate to accommodate six digits. Many veteran plates we forget about have two emblems on them, such as Navy Seabee—one on the left, one on the right. That takes away any dimension on any size of plate. With that dimension instilled in there, we are still having problems with sequential numbers. Our numbering system for plates is eating us up as the State has grown.

Assemblyman Goedhart:

It sounds like there is another state that has to come up with a design that has been able to accommodate the veterans' desires.

Chair Atkinson:

Are there any other questions from Committee members? [There were none.] Is there anyone else to testify on A.B. 278? [There was no one.] Assemblyman Kihuen, would you like to come back to the table?

Assemblyman Kihuen:

I would like to have Tim Tetz rebut some of the comments.

Tim Tetz:

I want to clarify a few things dealing with the veterans' license plates as they currently stand. As the bill is written in Sections 3 through 5 dealing with

POW, Pearl Harbor, disabled veteran, et cetera designations, it states there will be only three or four consecutive numbers, thus allowing us to fit them onto the plate. The veterans' license plates on automobiles are a white background with the emblem of the branch of service that the person is supporting. For example, the Air Force symbol would be on the left-hand side followed by a four-digit number series on the plate. There are only four digits on the full-sized automobile license plates for veterans. I am not in the DMV, but I cannot see why that would be a problem on the motorcycle plates. I think four digits will certainly fit the license plates for full-size and motorcycle-size to meet the needs of both the Committee and the DMV.

Assemblyman Kihuen:

I would like to thank the Committee for listening to this bill, as well as Mr. Moss in Las Vegas, and the veterans who are here behind us. Please think about all the soldiers in Iraq and all over the world risking their lives for us to have our freedom. Think about those people. I think the least they deserve is a license plate. I ask and urge you for your support.

Assemblyman Tick Segerblom, Assembly District No. 9:

If you Google "California motorcycle plates," there are over 100. There is every branch of the military you could imagine. If they can do it in California with 30 or 40 million people, I cannot imagine why we could not do it in Nevada with 2 million.

Chair Atkinson:

We obviously have some things we need to work out with A.B. 278. I know we do not have much time, but we will try to meet with the sponsors again and try to work something out.

Seeing no other testimony on A.B. 278, I will close the hearing on A.B. 278. Thank you, veterans, for attending our Committee today.

We will now hear Assembly Bill 321.

Assembly Bill 321: Authorizes the Department of Motor Vehicles to issue special license plates and registration certificates for custom vehicles. (BDR 43-1185)

This is my bill, but I am going to allow Alfredo Alonso to present the testimony on this bill. I have worked with him, and he has worked with the DMV. He has a mock-up for us, and I will let him proceed.

Alfredo Alonso, Representing Norm Baker Motor Company, Las Vegas:

The purpose of this bill is to fix a problem that has happened, I think by accident more than anything else, when emissions controls were put in place. Classic cars were included as part of one of the exemptions, but one of the areas we have not addressed until now is custom cars. In this case, I think most of you are familiar with the old Shelby Cobra. Shelby commissioned a replica of many of their automobiles. There are several dealers in Nevada. One of the dealers is Norm Davis Auto in Las Vegas.

Currently, if you purchase one of these vehicles, it does not come with an engine. It is an exact replica. You take it home, and ultimately put in a replica engine of your liking. Most individuals will put in a similar engine to what came in the car in the early 1960s when it was first manufactured. The problem, then, is it does not fit under either the "classic car" category or the "brand new car" category. You have a situation where most people will go into one of the exempt counties, get a mailbox, and have their cars registered in that manner, which is obviously illegal. We want to correct that. We are talking about a very small number of cars. To my understanding, less than 40 were sold last year statewide.

I have handed out an amendment ([Exhibit I](#)). The red language indicates the changes to the bill. With respect to the registration fees, we in no way want to tell the DMV how or what to charge. Those who purchase these automobiles should pay the same registration fees as anyone else. We do not agree with having the special plates, so we have taken that out as well. The bill essentially allows individuals to register their automobiles and be exempt from the emission standards. We are talking about such a small number of automobiles that I have spoken with both Washoe and Clark Counties, and it is my understanding that they do not have a problem with it. This mimics California law to a great extent.

The only other issue the DMV brought up was the model year. They already have a system in place to deal with replica cars. I am not sure how it works. We are fine with conceding Section 5 if they already have something in place. That is not the intent of the bill. We simply want to make sure these people have a place to go.

Assemblyman Claborn:

I do not know if Mr. Alonso can answer this; it may have to wait for the DMV. I see you are going to charge a regular registration fee. Do you happen to know what they will charge? How would you register a 1968 with a new 2004 engine in it?

Alfredo Alonso:

I think our position is simple: whatever the State believes they need to be charging for these types of vehicles is fine with us. We simply want them to be able to register legally.

Assemblyman Claborn:

I will also ask the DMV.

Assemblywoman Womack:

Why do they have to go elsewhere to register these vehicles?

Alfredo Alonso:

Currently, other than Clark and Washoe Counties, the remainder of the counties are exempt from emissions testing. I am not encouraging this because it is clearly illegal, but it has been said that this is what these individuals do to a great extent—go to another county, get a mailbox, and then register the automobiles. We do not think that is right. It would be much simpler to have the ability to do this legally.

Assemblywoman Womack:

These are only the cars that put in engines prior to 1968? If they put in engines that are more updated, then they can go through emissions, correct?

Alfredo Alonso:

I believe that is the case. I think most people who purchase these cars want them to look as close to the original as possible.

Assemblywoman Womack:

They follow, then, the same problems as far as leaded gasoline rather than unleaded?

Alfredo Alonso:

I think it depends on the automobile, but that would probably be the case.

Keith Caldwell, Owner and Operator, Norm Baker Motor Company, Las Vegas:

I would like to reiterate a few things and a few questions that were brought up. This is a niche-type automobile. There are not many sold during the course of the year. To be frank, they are not driven often—100 to 200 miles per year is a high-mileage car. These are cars that are brought out on occasional Sundays or some type of event or parade. The cars are manufactured in a new-type facility with the latest technology.

There was a question asked about the engines. The engines are not old engines—they are newer-type engines that are put in these cars to resemble the type of engine that was built prior to 1968. In order to make this car smog-legal in Clark County, it would defeat the purpose of purchasing the automobile. It would make it so prohibitive that the cars would not be sold. At present, there are very few cars sold per year. They resemble the Shelby Cobra, GT, and GT40. These cars have high-performance engines in them.

As of now, Arizona, Colorado, and California have some type of provision for the registration of these automobiles. We have gone to the DMV, and they have not known how to direct us to register these automobiles. The customers have gotten around this by going out of county, getting a P.O. Box, and registering the car in a different county. As I said, the total number of these cars in the State is probably under 100, with somewhere between 20 and 25 sold each year. We are asking for some type of consideration to delete the emission standards and register the cars in Clark and Washoe Counties where the prospective buyers live.

Assemblywoman Gerhardt:

Can you give me an idea of how much money we are discussing in order to make these up to current emission standards? They are newer engines, right?

Keith Caldwell:

Yes, they are, but an engine on one of these cars costs anywhere from \$18,000 to \$40,000. I am not an engineer, so I am only guessing, but I think it would be almost prohibitive—close to the cost of the engine to make it smog-compliant.

Assemblywoman Gerhardt:

It would be twice the cost in order to get it to be compliant?

Keith Caldwell:

Yes.

Assemblyman Goedhart:

I think there would also be concern with people who buy these cars because they are also interested in performance. That is where you come into play. If you had to smog these cars and eliminate that part of the fun of it, they may have a lot less incentive to buy them.

Keith Caldwell:

That is very true. As I said, these cars are not driven often—they are brought out only occasionally. It is not going to be a daily driver.

Assemblyman Claborn:

Those on the Committee may understand this more if we call them what they are—"kit cars" or "clones." Is that correct?

Keith Caldwell:

A "kit car" reminds me of something built in a garage. These cars are built by a factory. I like to call them "continuation series."

Chair Atkinson:

Is there anyone in the audience who would like to testify on A.B. 321, in favor, opposition, or neutral?

Martha Barnes:

We just received a copy of this amendment, and we would like to have a chance to work with the sponsor to see if we can work some things out. We have some concerns on this bill, and we would like to try to work them out if the Committee is okay with that.

Chair Atkinson:

I know you had an issue on page 2, Section 1, subsection 5, lines 32 through 34. It looks like that was not addressed in the amendment. Let us try to work that out.

Martha Barnes:

We put a fiscal note in on this. According to testimony today, there were 100 vehicles, and we had identified almost 80,000 that were eligible for this. That would make a big difference.

Assemblyman Claborn:

How would you define what you are going to charge for registration? Would they have to be smogged?

Martha Barnes:

I can respond to the registration—it would depend on the year of the vehicle. We have a depreciation schedule in place to determine the registration fees. The governmental services tax that goes to the county would be based on the age of the vehicle.

Assemblyman Claborn:

If this was a "kit car," how would you know what year it was?

Martha Barnes:

That seems to be the problem we are having now.

Assemblyman Goedhart:

Could you not go by the certificate or origin of manufacturing in determining that for the year?

Martha Barnes:

One of the concerns we have in the bill is that it was addressed that if the vehicle was past a certain age, for instance a 1995 vehicle made to look like a 1965 vehicle, and they wanted the 1965 on the title, we have issue with it. It would be a problem because no other jurisdictions would accept our titles if we did that.

Chair Atkinson:

Are there any other questions for Ms. Barnes or the DMV? [There were none.] Is there anyone else wishing to be heard on A.B. 321? I recognize there are obviously some things to be worked out on the bill, so we will take some time to work with the DMV and the sponsor of the bill. We will try to work out the issues and bring it back to a work session on another day.

I am going to close the hearing on A.B. 321 and open the hearing on Assembly Bill 297.

Assembly Bill 297: Makes various changes to provisions relating to special license plates. (BDR 43-979)

Assemblyman David Bobzien, Assembly District No. 24:

Today I am bringing forth Assembly Bill 297 dealing with special license plates. Hopefully, in the course of my testimony, I will make the case as to why I am bringing this forward, why I think it is important, and why I think this is an issue the Legislature should deal with.

Before my life as a legislator, I served for almost six years on the Reno Recreation and Parks Commission. In addition to other volunteer activities, that was my number one avenue of public service. In many ways, the Parks Commission is like a small-scale, mini legislature in that we are dealing with issues that are very important and critical. We are talking about quality of life issues, recreational opportunities, and opportunities for our children. Those issues are long, can be complicated, and can go on for many years. Sometimes the solutions are not obvious. It is rare to come up with things that actually help the situation. It is in that spirit that I am bringing forward this bill to create a City of Reno license plate, which I see as a vehicle for people who are supportive of the wonderful progress we have made on quality of life issues, on parks, and the City of Reno to extend their support and appreciation to helping some of our rundown parks.

I hope this license plate will help the complicated issue that has been grappled with for more than six years without resolve: the residential construction tax. I will not spend too much time on it, but I would like to give you an idea of how parks are funded in the City of Reno. As we saw growth and expansion in the City, it was wonderful to sit on the Commission and review park plans for new playgrounds and ball fields in areas such as Somerset, Double Diamond, and the newer parts of the City of Reno. I can tell you in Assembly District 24, we are talking about old northwest Reno, northeast Reno, and parts of the North Valleys. These are not the areas eligible for moneys from the residential construction tax due to the nexus issues of tying that money to the development areas. So, what do we have? We have a backlog of parks that need help, a capital rejuvenation. There is a pool in my district that has faithful swimmers every morning and well into the afternoon that is dealing with crumbling tiles and mold in the ceiling. This is about the quality of life in the City of Reno, making sure our kids have parks, and are enjoying a place to grow up.

I want to bring this forward now and not wait for the Special License Plate Commission because I believe time is of the essence. We built a white water park that has created a wonderful downtown renaissance. It has created enthusiasm across the City for both quality of life and parks issues. I think it is important that we get this train moving as quickly as we can to capitalize on some of that good will and progress to extend some help and support to our parks in the older parts of town.

With all of our great outdoor activities, Reno actually ranks toward the bottom in terms of our total park acreage per 1,000 people: about 3.3 developed park acres per 1,000 residents. This license plate bill would generate \$20 per plate, or a minimum of \$20,000 because of the established 1,000-plate threshold, and up to \$2.5 million per year of additional revenues specifically earmarked for Reno Parks and Recreation programs. In comparison, the Las Vegas commemorative plate generates over \$1.1 million annually.

Here are a few examples of what we are looking at ([Exhibit J](#)). Hopefully, they will be more refined than this, but you get the picture. We are looking at a plate that capitalizes on some of the wonderful developments we have recently had in Reno, namely the white water park. With this plate, we are trying to capture people's enthusiasm for the outdoors and the quality of life in Reno.

With me today, is City Councilwoman Sharon Zadra, whom I have had the privilege of working with over the years. I also have Nick Anthony from the City of Reno. They will both add to my comments. There are also some former colleagues of mine in the audience, Mr. Loyal Robert Hibbs and

Ms. Joyce Sharp. They will also be stepping forward to lend their support. This is one of those opportunities where we have people who are interested in helping. We have people who want to support the wonderful progress we have made in the City of Reno, and this is a vehicle for them to do that.

Sharon Zadra, Reno City Councilwoman, Ward 2:

I represent the southern part of Reno with several of our oldest neighborhoods south of, and up to, Plumb Lane, specifically the area around Virginia Lake. Virginia Lake is used as a community-wide recreation area, not just as a city park.

As Assemblyman Bobzien identified, our residential construction tax does not allow us to use funding for the maintenance and upkeep of the parks. We have some serious deterioration occurring. He described the pool in northwest Reno. The pool at Moana Stadium is deteriorating as well. There are huge issues for the seniors as well as the youth.

Our city revenue volumes do not come close to Clark County or the cities of Las Vegas and North Las Vegas, so we have to be extremely creative in coming up with revenue sources. The request for this license plate is one of several we are pioneering in that area. For Virginia Lake Park in particular, I am looking at building some public-private partnerships. We are looking at establishing a community cause through our community fund for some assistance in funding for the enormous erosion that is happening at Virginia Lake. We are taking on many other causes.

Asking the community to help us in our projects is not something we are unfamiliar with, but we may be going to the well too many times. We are currently doing it for our homeless center, our civic plaza, and other projects. We would greatly appreciate your assistance in providing us with yet another revenue source. We take a lot of pride in our community, and we will hit the 1,000 plate threshold. We need the revenue, and we request your support.

Nicolas Anthony, Office of the City Manager, City of Reno:

I want to thank Mr. Bobzien for bringing this issue forward. It is an important issue to the City Council. Ms. Zadra brought this up last fall, and we ran some numbers. This would certainly be a way to generate some much-needed revenue for our parks. I can tell you as the parent of two young children living in the Reno area, I spend quite a bit of time at the Reno parks, and they desperately need some upkeep in the older areas of town.

The genesis of this bill is the fact that our capital improvement project for our parks is approximately \$4 million per year. That amounts to less than

one percent of our total General Fund budget of \$450 million. We feel that this revenue, somewhere in the neighborhood of \$20,000 to about \$2.5 million, if we are lucky enough to sell that many, would definitely enhance our parks budget. Right now, parks are competing against public safety, transportation, fire, and other sources of funding. We feel this is a way for citizens of Reno to be proud of this plate and to display something that future generations and the young children of Reno could get behind and use on a day-to-day basis. With that, I urge your support of A.B. 297.

Assemblyman Carpenter:

Mr. Chairman, how does this license plate fit into the scheme of things we did last session in the number of plates, the special committee, et cetera?

Chair Atkinson:

To give the Committee some background, in 2003 the Legislature came up with a Special License Plate Commission because the Committee felt that special license plate bills taking up our time in Committee meetings was a bit much. They created the Special License Plate Commission. This bill comes before this Committee through one of our colleagues that could have possibly gone before the Special License Plate Commission, but it came up this session. If this bill is passed, it will not adjust the schedule of the special license plates that have been approved. We approved four in January of this year. Those four will still be in the cue, and if this plate goes forward, it will come after those.

Assemblyman Carpenter:

That would mean one of the others would have to drop off before this would take its place?

Marji Paslov-Thomas:

The Commission on Special Plates approved four new plates, meeting the cap of 25 for special license plates. Those four plates are currently going through design with the DMV. On December 31 of this year, the DMV will do a run to see if any of the plates have fallen off and have not met their requirement of active plates. If this bill is passed, since it would be the first one in the cue, if one falls off, it would then begin the design process with the DMV.

Joyce Sharp, Private Citizen, Reno, Nevada:

It has been my pleasure to be on the Reno Recreation and Park Commission for six years. I was chairman for two years. I can appreciate all the things that came before us. Many of those things came from different issues that concerned recreation. I always called us the first line of defense. People would come to us about golfing or issues about swimming pools. As far as I can see, we have had terrific growth. People have moved not only into the new

subdivisions, but also into the older areas of Reno. They want availability of recreation. They have moved to this area, both young and old, because of skiing, hiking, biking, golf, and walking our trails. We have many wonderful things here, but we are finding we have properties in the older areas in the City of Reno that have no money to develop. Another big concern is connecting the trails in older neighborhoods. We are finding we are unable to maintain our parks. Our irrigation, maintenance of paths, and fencing is bad. Idlewild is another park that needs help. Our kiddie park is not very nice, and it should be. We need new pools in both the northwest and the southwest. It would be wonderful if we could get enough money from these license plates to get a recreation facility built where the Moana pool is right now. That is one of those places that is full of unhealthy things. As far as future planning, we know we need to acquire larger parcels of property as we develop outward, but once we get the larger parcels of property, we do not know how we will maintain or take care of them. We know we need to do that for our future growth as well. I am asking for you to consider letting us do this plate. Remember, the parks should be the jewels in our recreation crown. We cannot forget about them. I urge you to vote for A.B. 297.

Loyal Robert Hibbs, Private Citizen, Reno, Nevada:

I have been a resident of Reno for over 50 years and have been practicing law for that time. I have been a long-time member and past chair of the Reno Parks and Recreation Commission. Something that has not been said is that this is a voluntary contribution by the people of Reno. It is not a tax. I think it is important that we allow the citizens of Reno to contribute voluntarily to their parks.

Chair Atkinson:

Is there anyone else to testify in any position on A.B. 297? [There were none.] I am going to close the hearing on A.B. 297. We will bring it up in work session next week.

I will open the hearing on Assembly Bill 411.

Assembly Bill 411: Authorizes the Department of Motor Vehicles to issue special license plates and registration certificates for historic vehicles. (BDR 43-1072)

Assemblyman Jerry Claborn, Assembly District No. 19:

This is a mock-up of proposed amendment 3398 to Assembly Bill 411 ([Exhibit K](#)). This started out as a small bill, and the more it progressed, it came to a different conclusion. The person who put the bill together is in Las Vegas,

and he needs to listen carefully to this because the bill has changed from the bill you have. That being said, I am going to read this. The only thing that applies is Section 1.

[Read Section 1 of [Exhibit K](#).]

As you can see, the blue is Section 1; the other was just cleanup language. You see the purple writing on page 3. When I had this bill drafted, most of it was deleted out. However, some of the language was left in the bill in part of Section 3 on pages 4 and 5 for the simple fact that if you have a license plate, and you need another plate, it was a provision to go back to retrieve another license plate. They wanted to keep this in the bill.

Chair Atkinson:

I want to make a quick announcement. I know we had a work session for Assembly Bill 181 and Assembly Bill 374 on the agenda. We are moving those to Thursday because we are about to run out of time. I apologize to those who were here for those two bills. We will do them first thing on Thursday.

Douglas Dotson, Private Citizen, Las Vegas, Nevada:

I support this bill that Mr. Claborn has put before you. The reason is that Nevada has fallen behind on some of the provisions that other states have gone forward with. Several states, including Washington and Montana, have vintage, classic, collector, and historic plates available in their DMV. The one-time buy in these states is approximately what Mr. Claborn has put before you—about \$50. As long as you own that particular vehicle, the plate is good. It stays registered to the owner.

This is a special consideration for the people who have collector cars. It shows that many people are interested in the old cars, car shows, parades, and special events. We like to see them. This will indirectly bring much revenue to the State through auction sales and events, including Hot August Nights in Reno. It brings revenue in from other states that also compete with the Nevadans who have collector cars.

As it is now, many people have multiple cars that they must register every year. That is a large cost to them. Most of these automobiles are driven less than 200 miles per year. I believe Florida is looking into the possibility of having a multi-plate, which is like a Dealer plate. It is a classic, antique, transporter plate. It is one plate that is used for multiple cars. This is another issue that can be brought before the chairman and the Committee, but they are going forward in a different manner that I think is positive. I think the classic car

one-time registration fee will bring Nevada up to the standards of the other states that already offer this benefit for the classic car collectors.

Wendell Newman, Private Citizen, Carson City, Nevada:

[Spoke from prepared text. ([Exhibit L](#))]

Bill Thomas, Past President, Valley Cruisers Car Club:

[Spoke from prepared text. ([Exhibit M](#))]

Chair Atkinson:

Are there any others to testify in favor of A.B. 411? [There were none.] Is there anyone to testify in opposition of A.B. 411? [There were none.] Is there anyone to testify in neutral position on A.B. 411?

Martha Barnes:

[Spoke from prepared text. ([Exhibit N](#))]

I have also passed out a handout ([Exhibit O](#)) that has the six types of plates we have now. Some may meet some of the requirements of this bill.

I also read the amendment about Section 3, which we had a question about. I think it is now clarified. We also have a question about Section 1, subsection 7: How would a driver leave a three-day weekend event if he could drive the vehicle only one day out of every seven?

Assemblyman Claborn:

That is not the intent. It means for transportation—if you need to pick someone up, or if you have a tour for two to three days. The intent is not to use it as a passenger vehicle.

Martha Barnes:

We also have a permit at the DMV that I want to bring to the Committee's attention. It is a special use permit for \$2. It starts at the beginning of the event and ends when the event concludes. We have some things already in place that may cover items that are in this bill.

Assemblyman Claborn:

I am more than willing to work with you on this, but I have a question. How do you base your budget—on one year or two years?

Martha Barnes:

Are you referring to the fiscal note?

Assemblyman Claborn:

It costs \$33 for a minimum vehicle registration, correct?

Martha Barnes:

That is correct. That is the portion that goes to DMV.

Assemblyman Claborn:

Okay, that would be for one year. If you receive \$50 for a one-year budget, you are making money. How do you know that car will be here next year? You are getting the cart ahead of the horse.

Martha Barnes:

The way we read the bill, you pay a one-time \$50 and never pay another fee.

Assemblyman Claborn:

That is right. You would receive more money in one year if I registered at \$50 than if I registered for one year at \$33. You have no idea that car is going to be here the following year, so I think what you are basing your fiscal note on is incorrect unless you are basing it on a two-year period. If it is based on a one-year annual, then you are making money. You could not lose money.

Martha Barnes:

When we receive the bills, we have a five-day turnaround to respond to a fiscal note. We do the best we can to try to determine what we are looking at and what the language means because if no one has contacted us prior, we are not sure what your intent is. We are going by the way the language is written.

Assemblyman Claborn:

I would like to work with you on this because I need to know exactly what the feelings are. I think we may be able to work something out. It is a one-time shot, and most of the language with regards to so many license plates you have to do has been taken out of this bill. When I sat down with the Legislative Counsel Bureau's drafters, I made certain I did not have to go through the procedures to have 1,000 people's signatures. It is in this bill to exempt.

Martha Barnes:

We would be happy to do that.

Assemblywoman Gerhardt:

I am looking at the examples of the collector plates you gave the Committee. I am a little confused because on several of these, there are two, three, and four characters.

Chair Atkinson:

I think this is going back to the veterans' bill.

Assemblywoman Gerhardt:

I am trying to get clarification because you said you were out of numbers and there had to be six digits. How did we arrive at this?

Martha Barnes:

You are referring to a motorcycle plate that we need to have six digits on. These plates are existing. They started with their numbering system, and they are continuing forward. That is the difference—those are on regular plates.

The motorcycle plate is the one that is up to six digits. We are still on six digits on a regular-size plate. We move the characters so we have an alpha character in a different space to try to expand the memory system. With the motorcycle plate, you are also referring to a smaller plate.

Assemblyman Goedhart:

You indicated that you thought about 30,000 could conceivably be eligible for a historic plate. Realistically, how many people do you think would apply for a plate like that?

Martha Barnes:

We have no idea who would apply for it.

Assemblyman Goedhart:

On the existing "hot rod," et cetera plates, are the applicants in the thousands, or more in the hundreds?

Martha Barnes:

I may have that with me, but it is back at my chair. I can bring it up and let you know. The information I do have with me is the special event permits. We issue only about 40 per year.

Assemblyman Goedhart:

I think we would probably have many people, if they were eligible, who would want to register for the historic plate because of the implications as it relates to releasing them from having to pay a registration fee every year. It would be my guess that once the people who are eligible found out about it, there would be a significant degree of interest and participation from the public.

Martha Barnes:

I think that is very true.

Assemblyman Goedhart:

You said it is currently about \$33 per year?

Martha Barnes:

The registration portion that comes to DMV is \$33 per year.

Chair Atkinson:

Are there any other questions? [There were none.] Thank you, DMV. I know you are offering to work with the sponsor of the bill. This is probably the third time I have said this to you today, but we want to thank you for agreeing to work with the sponsor. We will try to work out the differences and bring it back to the Committee for a work session later to come.

I will close the hearing on A.B. 411.

Is there any other business to come before the Committee? [There was none.] Seeing none, we will adjourn Assembly Transportation. [3:55 p.m.] We will see you Thursday at 1:30 p.m.

RESPECTFULLY SUBMITTED:

Kelly Troescher
Committee Secretary

APPROVED BY:

Assemblyman Kelvin Atkinson, Chair

DATE: _____

EXHIBITS

Committee Name: Committee on Transportation

Date: March 27, 2007

Time of Meeting: 1:30 p.m.

Bill	Exhibit	Witness / Agency	Description
	A	Committee on Transportation	Agenda
	B	Committee on Transportation	Attendance Roster
A.B. 176	C	Tom Courtney, Private Citizen, Las Vegas, Nevada	Testimony
A.B. 176	D	Martha Barnes, Department of Motor Vehicles	Prepared text
A.B. 278	E	Assemblyman Ruben Kihuen, Assembly District No. 11	Prepared text
A.B. 278	F	Tod Jennings, Master Sergeant, Retired, United States Air Force	Prepared text
A.B. 278	G	Victor Moss, 1st Vice Commander, American Legion, Post 8; Past Director, American Legion Riders of Nevada	Prepared text
A.B. 278	H	Martha Barnes, DMV	Prepared text
A.B. 321	I	Alfredo Alonso, Representing Norm Baker Motor Company	Amendment
A.B. 297	J	Assemblyman David Bobzien, Assembly District No. 24	Examples of potential special license plates for the City of Reno
A.B. 411	K	Assemblyman Jerry Claborn, Assembly District No. 19	Proposed Amendment 3398 to <u>Assembly Bill 411</u>
A.B. 411	L	Wendell Newman, Concerned Citizen, Carson City, Nevada	Prepared text
A.B. 411	M	Bill Thomas, Past President, Valley Cruisers Car Club	Prepared text
A.B. 411	N	Martha Barnes, DMV	Prepared text
A.B. 411	O	Martha Barnes, DMV	Examples of existing historic license plates