

**MINUTES OF THE MEETING
OF THE
ASSEMBLY COMMITTEE ON GROWTH AND INFRASTRUCTURE**

**Eightieth Session
March 5, 2019**

The Committee on Growth and Infrastructure was called to order by Chair Daniele Monroe-Moreno at 1:36 p.m. on Tuesday, March 5, 2019, 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/App/NELIS/REL/80th2019.

COMMITTEE MEMBERS PRESENT:

Assemblywoman Daniele Monroe-Moreno, Chair
Assemblyman Steve Yeager, Vice Chair
Assemblywoman Shea Backus
Assemblywoman Shannon Bilbray-Axelrod
Assemblyman Richard Carrillo
Assemblyman John Ellison
Assemblyman Glen Leavitt
Assemblywoman Rochelle T. Nguyen
Assemblyman Tom Roberts
Assemblyman Michael C. Sprinkle
Assemblyman Howard Watts
Assemblyman Jim Wheeler

COMMITTEE MEMBERS ABSENT:

None

GUEST LEGISLATORS PRESENT:

Assemblyman Edgar Flores, Assembly District No. 28

STAFF MEMBERS PRESENT:

Michelle L. Van Geel, Committee Policy Analyst
Jessica Dummer, Committee Counsel

Minutes ID: 481



Joan Waldock, Committee Secretary
Alejandra Medina, Committee Assistant

OTHERS PRESENT:

Hilarie Grey, Director of Corporate Communications, Allegiant Air
April Sanborn, Services Manager III, Division of Management Services and Programs, Department of Motor Vehicles
Jose Rivera, Private Citizen, Las Vegas, Nevada
Megan Ortiz, representing ACLU of Nevada
James Sullivan, representing the Culinary Union
Fernando Romero, President, Hispanics in Politics
Cynthia Salgado, Private Citizen, Las Vegas, Nevada
Erika Castro, representing Progressive Leadership Alliance of Nevada; and Nevada Immigrant Coalition
Victoria Ruiz, Private Citizen, Las Vegas, Nevada
Aranaza Marmolejo, Codirector, Nevada Student Power
Estefania Rubido, Private Citizen, Henderson, Nevada
Mayra Salinas-Menjivar, University Legal Services Fellow, Thomas & Mack Legal Clinic, William S. Boyd School of Law, University of Nevada, Las Vegas, Nevada
Ellsie Lucero, Private Citizen, Las Vegas, Nevada
Lynn Chapman, representing the Independent American Party
Janine Hansen, representing Nevada Families for Freedom

Chair Monroe-Moreno:

[Roll was called. Committee rules and protocol were explained.] We will now have the Allegiant Airlines presentation.

Hilarie Grey, Director of Corporate Communications, Allegiant Air:

With me is my colleague, Jonathan Jackson, Specialist, Government Affairs. I have been in Nevada for 26 years in many different capacities—working for municipal government, the county, the airport system in Las Vegas, and for nonprofits. Working with Allegiant over the last few years is the first time I have worked for a publicly traded company. Allegiant has such a unique mission and is so interesting that being recruited to Allegiant was attractive to me because, as an engaged person, I did not know that we had a hometown airline in Nevada and what an asset it was to the community. For our purposes, we are not here to ask you for anything, which must be a relief. We wanted to give you some background on Allegiant, Las Vegas's hometown airline, to show you how our mission differs from other airlines', to explain the economic impact we have on the community through our involvement, and to present ourselves as a resource to you [page 3, ([Exhibit C](#))].

To appropriate a phrase from our favorite hockey team in Las Vegas, we are a Vegas-born economic asset [page 3]. Allegiant has been around in its current form for about 20 years. Our first flight with our first aircraft was from Fresno to Las Vegas. Las Vegas is in our

DNA. Today, 20 years later, we carry 13 million passengers annually on 400 routes. Our corporate headquarters is in Summerlin. We have about 1,500 Nevada employees at our corporate headquarters, McCarran International Airport, and Reno-Tahoe International Airport. Unlike others airlines' corporate headquarters—picture the shiny office building in Chicago for United Airlines—we are embedded in the community. We are in an office park in a residential neighborhood. I always think it is funny the people who live there can say, "Hey, there's an airline in my backyard." It also is the DNA of our corporate culture to be embedded in the community and to be there for the leisure traveler.

We wanted to let you know today about our economic impact. By virtue of our presence, we are bringing 772,000 new visitors who would not otherwise be able to fly to Nevada. Our presence supports more than 23,000 jobs in the state. Overall, we bring close to \$3 billion of annual economic impact to the state of Nevada.

We have a different model than other airlines [page 4]. Legacy carriers, especially with airline consolidation, focus on business travelers who travel on the company dime and can make changes—the money spent is not their own. We serve the leisure traveler. That is important in Nevada, where tourism is the lifeblood of the state. Our mission is to create access to travel for those who would not be able to go on vacation because of price point or because of their location. Our model connects people from small cities to vacation destinations like Las Vegas and destinations in Florida. We do that in many ways: we connect through smaller cities, pick up demand that some airlines have left behind because they cannot afford to operate there as a result of consolidations, and fly primarily noncompetitive routes. If someone wanted to fly from Bozeman, Montana, to Las Vegas, their choices could be to fly with a large carrier and have multiple stops, or to drive 200 miles to a larger airport. We want to make the access easy for people. We are not talking about the business corporate traveler; we are talking about people who are traveling for weddings, vacations, or for an extra trip home from college.

The spaghetti on the map emanating from Las Vegas are the routes we fly nonstop [page 5, [Exhibit C](#)]. The next page shows all of the noncompetitive routes we fly into Las Vegas [page 6]. If you live in Cedar Rapids, Sioux Falls, or Rapid City, we provide you an affordable nonstop option for travel to Las Vegas. Even though we are not the largest carrier out of McCarran, we bring a very specific person that would not be able to afford a trip to Las Vegas or would not have geographic access without Allegiant.

Affordable fares are key to this [page 7]. I do not want to start on the defensive, but there is a myth that low-cost carriers have low fares, but they add fees for bags, priority boarding, and things like that. The fares we are showing you are all-inclusive fares. For a fully loaded ticket, the average fare in Nevada is \$88. The industry average is quite a bit more when you include their extras. To get to Las Vegas from Missoula, Montana, it would be \$74 on Allegiant versus a fully loaded fare on United for \$260. With United, you would probably have to go through a hub, go to a regional jet, and drive a ways to get to the airport. The Las Vegas to Reno flight is \$66 on Allegiant; for all others the industry average is \$153. We have a low price point because our customers are not deciding which airline would be better

for them for business travel to a conference; these are folks who are deciding if they can afford to take a vacation once a year. Maybe they are deciding between a streaming service or a repair to the home and going on vacation.

We have been clever in identifying new tourists who would not otherwise come to Nevada [page 8]. We have new marketing partnerships with the Las Vegas Golden Knights and have become the official airline of Minor League Baseball, not just because we enjoy and take pride in seeing our name on the ice or at the ball field, but because it gives us access to all of the other cities with Minor League Baseball teams. We can offer a package deal for when their teams are playing the Reno Aces. We can do the same with National Hockey League (NHL) teams. The map on page 8 shows NHL cities. People from those cities may want to see the Golden Knights play or fly between those cities. The Minor League Baseball map is even more startling as so many cities have Minor League Baseball teams.

We are an innovative company [page 9]. We pride ourselves on that. We look at challenges that are coming in the aviation industry, not just from Allegiant's standpoint—how it will affect our business—but how we can be a thought leader and how we can come up with innovative ways to address challenges. There is a coming worldwide shortage of pilots and maintenance technicians as the legacy folks get to retirement age—for every carrier, not just Allegiant. Delta, United, and American Airlines have their own "farm teams" built in because they have their regional carriers; they can bring pilots up through their systems. We do not have that at Allegiant. We have developed pipelines and apprenticeship programs. We have a partnership with another Nevada business, Grand Canyon Scenic Airlines based in Boulder City. Young pilots getting in their hours flying De Havilland Twin Otter Vistaliner aircraft are being mentored by Allegiant pilots. They have access to our simulators and training. When they are ready to go to the next level and become full commercial pilots, they are prepared to come into our system. They get first priority at interviews. It has worked out really well. We have had several pilots graduate from that program and come into Allegiant. We have similar partnerships with other groups as well.

I am glad to report the pilot shortage has not hit Allegiant in the same way as it has other carriers because we have a newer collective bargaining agreement than many of the airlines, so we are very competitive. One competitive advantage is that all of our flights are nonstop. We also fly an out-and-back model. Many airlines fly through hubs, producing the pilot that is constantly on the road. If we have a Las Vegas-based crew, at the end of the flying day the crew is coming back to Las Vegas and sleeping in their own beds. That is a convenience for people who work for Allegiant; it is very attractive, and something that other airlines do not offer. From the state perspective, it means their children are going to school in Nevada, their spending and entertainment is in-state.

Another thing we are doing to address the pilot shortage is investing in the next generation of people who may want to go into the aviation sciences [page 10, ([Exhibit C](#))]. Rancho High School in Las Vegas has an aviation magnet program. It is a very special program; there are only a handful of those programs throughout the country. We have developed a partnership with them. It makes sense for the hometown carrier to work with the hometown school.

We have provided scholarships to help some students get to the next phase of their education in aviation, at universities, community colleges, or professional schools. We have provided some mentorship and experiential opportunities. We recently donated about \$400,000 worth of aircraft parts to their maintenance program for hands-on learning they would not get otherwise.

We support STEM [science, technology, engineering, and mathematics] education at a young age to spark interest in engineering and in aviation as a potential career. Clark County School District robotics teams from Nate Mack Elementary School and Greenspun Junior High won the state championships and will go to the VEX IQ Challenge and the VEX Robotics Competition. We sponsored them because we love what they are doing and their excitement about engineering. We brought some of our leadership to see their robots and to chat with those amazing students. We also have partnerships with Women in Aviation International, an organization that has had Girls in Aviation Days that we have been part of in some of our cities, including Las Vegas, each year.

Like the state of Nevada, we want to become a greener and more innovative company [page 11, ([Exhibit C](#))]. We recently completed a fleet transition. We had a mixed fleet, flying some older aircraft that were not as fuel efficient as our new fleet of Airbus aircraft. Having a single fleet type not only gives us fuel efficiency, but it gives us economy across our operation—in training, parts, and resources. In our partnership with Airbus, we are the first North American airline to integrate Skywise, a predictive maintenance system. Skywise is a cloud-based system on which users share data on the wear of parts and systems. With the feedback we get from the data sensors aboard our aircraft, we can predict when parts may need to be replaced or when systems are getting close to needing maintenance, so we can schedule maintenance instead of waiting until things break.

We are also incorporating green technology [page 12]. If you have ever seen a plane being pushed back from the gate, you know that an old diesel truck is being used. We are making strides throughout our system to replace some of the ground system equipment that is not fuel efficient and is polluting the air. To mitigate emissions and have a better environmental impact, we are replacing ground system equipment with electric equipment. We are the first in North America to use this innovative piece of equipment—a pushback unit that looks like a giant skateboard. It is controlled by an operator with a remote control. The operator can walk and push the aircraft back without having to use a truck.

I mentioned that the DNA of our airline is to make travel more accessible. As director of corporate communications, I oversee our corporate giving program [page 13]. I will mention a few places where we integrate and embed in the community through corporate giving and partnerships. We are a national and a Nevada partner with Make-A-Wish Foundation. Nationally, we have flown more than 1,600 wish kids over the past six years. Most of those are flown to Orlando because their wish is to go to the theme parks there. We are a special partner with Make-A-Wish because of the way we fly, even though other airlines donate miles. Because some of the kids are not ambulatory, the convenience of using a small town airport and having a nonstop flight is important. We have helped make wishes come true that

way. Our crews love being able to host wish kids in flight. We have a Make-A-Wish aircraft that you will see mainly on the East Coast, but occasionally it flies out here to advertise our partnership, to let people know that Make-A-Wish is an important cause, and to show that Allegiant believes in access to travel for kids in need. We contribute about \$1 million annually.

Another charitable partner we work with is The Arc, which cohosts Wings for Autism programs with airports and airlines. They provide travel rehearsals. If you are the parent of a child on the autism spectrum, travel may be intimidating. You do not know how your child will react going through TSA [Transportation Security Administration] or to hearing all the noises on the plane. This is a triangular partnership of airport, airline, and The Arc. Families can practice and see what it is like to go through ticketing or through TSA when there is no pressure. They can board a flight and ask our pilots and flight attendants any question on their minds. It not only helps the families be prepared to travel the next time they want to go on vacation, but it helps our crews to be more sensitive to people with special needs and to understand why a child boarding does not look them in eye. It is a rewarding partnership.

We are here to express our pride in being a Nevada business and to offer ourselves as a resource to you. We are happy to answer any questions you may have.

Assemblywoman Backus:

With respect to the pilots and flight attendants employed by Allegiant, what percentage reside in Las Vegas?

Hilarie Grey:

Systemwide, we have about 4,000, of which 1,000 are administrative employees. About 500 crewmembers are based at McCarran. Here in Reno, we have a station manager who is an Allegiant employee, but the staff is contract. McCarran is one of our larger stations.

Assemblywoman Backus:

Do the 500 crewmembers based at McCarran reside in Las Vegas?

Hilarie Grey:

They do reside in Las Vegas. We fly an out-and-back model, with the crews based at their homes. They fly out and back every day. We have families working together in the bases. We have a long-term flight attendant whose daughter is one of our captains. They requested to be based in the city so they could have more family time. That is something that is very important to our company.

Assemblyman Yeager:

I learned something in this presentation, so I have a statement and a question. I will give a plug for the Council of State Governments West's annual meeting that will be held in Big Sky, Montana, in July. I have looked at how to fly to Big Sky, Montana, since my favorite airline does not fly there. I used a website that aggregates airlines and could find no

direct flights. I see on your graphic that you fly to Bozeman, Montana, which is near Big Sky. Allegiant did not pop up as an option on the aggregate site. How do you decide whether you will be part of the services that people can use to find flights?

Hilarie Grey:

There is a licensing cost to be listed on Google Flights, Kayak, et cetera. One way we can keep fares low is by not investing there, instead making sure folks visit our website. There is another well-known airline doing a lot of Las Vegas and Reno flights that does the same.

Chair Monroe-Moreno:

Are there any other questions? [There were none.] We will now open the hearing on Assembly Bill 193.

**Assembly Bill 193: Revises provisions governing driver authorization cards.
(BDR 43-896)**

Assemblyman Edgar Flores, Assembly District No. 28:

I am here to present Assembly Bill 193. I represent some of the hardest working men and women in this state. I am proud to present this bill today for my constituents. I will offer a roadmap of how the conversation will flow. First I will explain what a driver authorization card (DAC) is. I will follow with a history of how the DAC came to be in Nevada. I will then explain the renewal process, then I will go into the language to explain how I think my bill improves the current renewal process for the DAC. Lastly I will have the Department of Motor Vehicles (DMV), neutral on the bill, here in case you have any technical questions that need to be addressed.

The driver authorization card is a driver's license; it is not an identification card. It is proof that you have the knowledge and necessary skills to operate on our highways. The reason you get a driver authorization card is because you cannot meet the necessary identification credentials to get a regular driver's license; in lieu of getting the driver's license you get the driver authorization card.

Senate Bill 303 of the 77th Session, introduced by Senator Moises Denis, attempted to address an important problem we had in the state up until then—there were individuals who did not qualify for a regular driver's license who were operating on our roads. We did not know if they had taken a driving test or if they had the necessary skills to operate vehicles. This was a safety issue. We did not know if those drivers had insurance either. Many questions were being raised. In 2013 sponsors of the bill mimicked the language of a Utah statute and brought it to Nevada. That bill was great, except that there was an unintended consequence. There was a requirement in the Utah statute requiring the driver authorization card be renewed every year. It was a problem because a driver authorization card is a driver's license, it does not follow that the two had different renewal processes. In 2017 I presented Assembly Bill 322 of the 79th Session which, in essence, is identical to the bill you have in front of you now. At that time, I was not sure Governor Brian Sandoval was 100 percent on

board with this language, so I opted for a four-year renewal period instead of the eight-year renewal I will address. I am here now to complete the work I started in 2017 and to ensure that my intent from 2017 is reflected this session.

If a driver authorization card is a driver's license, it does not follow that we have a different process for renewal. Right now, a driver authorization card is renewed every four years, and a driver's license is renewed every eight years. I want to be sure we have consistency across the board—if a driver's license is renewed every eight years, the same thing should be true for a driver authorization card. I am going to offer a small amendment to the bill. Page 5, line 4 reads, "This act becomes effective on July 1, 2019." I intend to change the effective date to April 1, 2020, to allow the DMV the necessary time to implement this. On page 4, lines 9 and 10, it says, "as provided in the regulations adopted by the Department pursuant to NRS [*Nevada Revised Statutes*] 483.380." That changes the renewal process from every fourth year to every eighth year. The way we calculate the eight-year period is by the date of birth. If your birthday is in July, eight years from July is when you would renew. That is all my bill does.

Assemblywoman Bilbray-Axelrod:

I served on the committee that heard your bill last session. I liked the bill then, and I like it more now. There were 37,000 driver authorization cardholders in 2017. How many are there now?

Assemblyman Flores:

The DMV estimates there are 53,187 currently.

Assemblywoman Bilbray-Axelrod:

I think we all sigh when we think about having to stand in line at the DMV. I recently got my REAL ID. It was wonderful because I was eligible to use DMV online services. Are people who have DACs able to use the online service to make appointments? The ability to access that service impacts the entire community.

Assemblyman Flores:

The DMV is already committed to that. Right now, the only question is the date of implementation. Resources are required, and the DMV is committed to it. The answer is yes, DAC customers will be able to use kiosks and online services. That means less waiting time for all of us and our constituents.

Assemblyman Sprinkle:

I have a question about the strikeout language on page 4, lines 12-18 regarding members of the military and their families. If I understand it correctly, that is contained in lines 31-38. Am I correct that we are not removing that benefit?

Assemblyman Flores:

That is correct.

Assemblyman Yeager:

The DMV estimated more than 600 hours of programming to make this happen. Could you take me through the programming process from the DMV? What does that mean in terms of what you would have to do to be able to implement the bill?

April Sanborn, Services Manager III, Division of Management Services and Programs, Department of Motor Vehicles:

We anticipated 607 hours of programming for the project. Half of it is for testing all of our systems to make sure the programming is accurate; the other portion is for making the service available using alternate methods, such as the MyDMV portal. Right now, driver authorization applicants cannot use that process.

Assemblyman Roberts:

Will the DMV be able to defer the DAC expiration for military members or their family members?

April Sanborn:

That is correct. There is a penalty for those who go past the expiration on their driver's licenses. The penalty is waived for members of the military.

Assemblyman Ellison:

One of things that was brought up in 2013 was this would mean we would have safer drivers on the roads. There was the intent that drivers would be trained on driving laws in the United States. Last session, there were questions about if this would give us insured drivers, but we did not get answers. Do we know how many people with DACs are driving without insurance? These drivers would not get their DACs if they did not do the training. What about insurance?

Assemblyman Flores:

I will make a point of clarification—not everyone who has a DAC owns a vehicle. As a result, they would not need insurance, so there is not a perfect pairing between DAC and insurance. The only way to get the data would be to find out how many people have a vehicle that is properly insured. From that, we could get the information about how many of those have driver authorization cards versus driver's licenses. I do not know if that data is available. I can ask the DMV to send the information to Committee members. The issue of insurance would not change anything in the language of the bill and it could not address the concern. Nevada law requires that if you have a vehicle registered with the DMV, you must have insurance.

Assemblyman Ellison:

I would like to see that information.

April Sanborn:

We will run a report and get it to the Committee.

Assemblyman Roberts:

You mentioned the previous Governor was not on board with the language of your previous bill. Did he give any indication of why that was?

Assemblyman Flores:

I vetted the issue through the Office of the Governor. There was not an exact answer; there seemed to be some hesitation. Anytime we have a conversation about driver authorization cards, there is knee-jerk reaction from one side of the aisle. That was the basis of the hesitancy. The Governor agreed with the four-year renewal as he signed the bill. I sensed a small inclination to push back on the eight-year renewal, so I did not want to risk having the bill die, and I knew I would be back in two years.

Chair Monroe-Moreno:

Are there any other questions from members of the Committee? [There were none.] I will invite testimony in support of A.B. 193.

Jose Rivera, Private Citizen, Las Vegas, Nevada:

On behalf of the Nevada Hispanic Legislative Caucus, I am here in full support of A.B. 193. The point of the bill is the DAC is the same as a driver's license. There is no reason to have different renewal standards. Driver authorization cards exist to identify people and for people to identify themselves, to ensure people on the roads have the minimal capacity to drive, and to ensure people on our roads are insured.

Megan Ortiz, representing ACLU of Nevada:

I would like to echo my colleague's comments. We agree; the ACLU is in support of A.B. 193.

James Sullivan, representing the Culinary Union:

I would like to echo the bill's sponsor and the people before me. This is a great bill. It will help our union a lot, so we fully support it.

Fernando Romero, President, Hispanics in Politics:

Back in 2003 when Assemblyman Mo Denis took office, we asked him to push for this. He did, and he was by himself at the time. It took him a few years to get to where we are now. Hopefully it will not take more. We are definitely in favor of A.B. 193. We ask you to please support it. I have been in Las Vegas 52 years. I am pushing for legislation that will help all of our community and will unify us.

Cynthia Salgado, Private Citizen, Las Vegas, Nevada:

I am here to testify in support of A.B. 193 on behalf of Mi Familia Vota. As a working citizen, a trip to the DMV means taking a day off work in order to wait hours in line at the DMV. Once you are at the DMV, you do not truly know if you will be able to get an appointment or finish what you have to do that day. Taking time off also means loss of wages. We should not put that burden on low-income folks who are the ones affected by this. The point of the DAC is the exact same as the Nevada driver's license, so there is no

reason they should have different renewal standards. I ask this Committee to support A.B. 193 and extend the driver authorization card from four years to eight years.

Chair Monroe-Moreno:

Is there anyone else down south who would like to testify in support?

Erika Castro, representing Progressive Leadership Alliance of Nevada; and Nevada Immigrant Coalition:

I am the legislative cochair for the Nevada Immigrant Coalition (NIC) ([Exhibit D](#)). In 2013 legislators approved driver authorization cards to ensure that we have trusted, tested, and insured drivers on our roads. As a driver authorization cardholder, I know firsthand what it means to be given this opportunity. This card allowed me to begin driving safely on our roads. Also, for the first time, I was able to purchase insurance on my own. For many, this is simply another card, but it gave me the opportunity to gain my independence. At NIC and the Progressive Leadership Alliance of Nevada, we believe A.B. 193 will only improve driver authorization cards. As was mentioned before, there is no reason these cards should have different renewal standards than driver's licenses.

Victoria Ruiz, Private Citizen, Las Vegas, Nevada:

I am in favor of A.B. 193. As mentioned previously, driver authorization cards serve the exact same purpose as a regular driver's license, so there is no reason why they should have different renewal standards. Additionally, we should not place added burdens on families who have to wait long hours, take days off work, and lose wages in order to stand in line at the DMV. Please vote in favor of A.B. 193.

Aranaza Marmolejo, Codirector, Nevada Student Power:

As a driver authorization cardholder, student, and worker I ask you to support A.B. 193. There should not be a difference between the driver's license and driver authorization card. Please extend it from four to eight years. It would allow me, as a student, not to miss any days of school or any days of work.

Estefania Rubido, Private Citizen, Henderson, Nevada:

I go to the Nevada State College for speech pathology. I was lucky enough to get TheDream.US scholarship that pays for my tuition and books. Not every student is lucky enough for that. This bill, A.B. 193, could benefit those students as well as their parents who have tuition cost troubles and save them time and money.

Mayra Salinas-Menjivar, University Legal Services Fellow, Thomas & Mack Legal Clinic, William S. Boyd School of Law, University of Nevada, Las Vegas:

I am testifying in support of A.B. 193. As others have already stated, there is no logical, reasonable basis to treat driver authorization cards differently than driver's licenses in terms of when you are required to renew them. I would like to focus on the impact this would have on students. I would add that we live in a state where most colleges are commuter campuses, so our students drive back and forth to get to classes. Many students also work in order to afford tuition, the cost of books, the cost of parking permits, and lab fees. It would be an

added benefit for students to be able to renew at the normal renewal for driver's licenses. I am happy to hear it would also include online services. One of my other concerns was that students have to waste their time at the DMV—time they could be spending studying for exams.

Ellsie Lucero, Private Citizen, Las Vegas, Nevada:

I am a third-year student at the William S. Boyd School of Law. I would like to testify in support of A.B. 193. I would like to echo what has already been said. Since the purpose of the driver authorization card is the same as a driver's license, there is no reason for the renewal standards to be different. As students, we already face significant fees associated with our education. Making driver authorization cardholders renew every four years instead of eight places another financial burden on students. Extending the renewal period to eight years would lessen the burden students already face. That is why I testify in support of A.B. 193.

Chair Monroe-Moreno:

Is there anyone else in the south in support of A.B. 193? [There was no one.] Is there anyone in opposition?

Lynn Chapman, representing the Independent American Party:

I have testified against this bill before. I found interesting information about driver authorization cards. According to the California Department of Motor Vehicles, as of 2016 there were already 806,000 people who had driver authorization cards. I wondered how many we have in Nevada now. Thank you, Assemblyman Ellison, for asking the question. We have 53,000; the number seems to be growing quite rapidly. The insurance problem is something that concerns me. If you have ever watched *Judge Judy*, you know that there are people around the country who drive around without insurance. It does not matter if they are legal or illegal—people are driving without insurance. That makes me very uncomfortable. According to the National Conference of State Legislatures, Utah passed a law in 2005 that established a one-year driving privilege card for unauthorized immigrants. Applicants without social security numbers were required to prove Utah residency for six months and to provide a tax identification number. The card was expressly prohibited from being used for any identification purposes by a governmental entity.

I am over 65 years old. That means I have to renew my driver's license every four years. So I guess being a citizen makes me unequal, does it not? Vote no.

Janine Hansen, representing Nevada Families for Freedom:

I have also testified against this issue several times. I think we heard some key phrases today. We heard that the driver authorization card was referred to as "for exactly the same purpose as a driver's license." We know that a driver's license is a key to the kingdom. It provides us with access to everything we need in the state of Nevada. I am concerned about that because we know that most of the people who get driver authorization cards are here as illegal aliens. It is of great concern to me that we are facilitating illegal aliens to access all the things the same as citizens.

One of the important differences between the Utah law and ours is that they still require renewal every year. The issue brought up by Assemblyman Ellison is insurance. Utah requires applicants for a driver authorization card to sign for financial responsibility as an individual. That is not an acknowledgement that the driver knows insurance is required on a vehicle, but requires the driver to sign to be financially responsible for any accident or other thing that happens. That is a piece that is missing in our law, a piece that would be advantageous for the citizens of Nevada who are involved in an accident with someone who is not necessarily here legally. It is a very important piece. We know how much it costs all of us in insurance because we have to be insured for uninsured drivers. It is a huge cost in our state.

Another important issue is the wording of the bill, which I find to be objectionable. I object to the words on page 4 [lines 22-25], which make a driver authorization card equal to a driver's license. I do not think those who are in our country as undocumented immigrants or illegal aliens ought to be treated in a way exactly like American citizens who have followed the rules. We continue to oppose this, especially because there is no requirement of financial responsibility for a driver authorization card. We are concerned about that. We do not think the card should be used for the same purposes as a driver's license beyond just driving. One thing that has been clear is that in 2012, every family in Nevada was paying \$700 in additional taxes to help with services to illegal immigrants.

Chair Monroe-Moreno:

Is there anyone else in opposition to A.B. 193? [There was no one.] Is there anyone wishing to testify as neutral?

April Sanborn:

The DMV is here in the neutral position. We appreciate the opportunity to work with Assemblyman Flores on the life cycle of the driver authorization card. I am here to answer any additional questions members of the Committee may have.

Chair Monroe-Moreno:

This is not a new law; this law is already in effect. Would having renewals for the same periods of time help streamline operations at the DMV?

April Sanborn:

This went into effect in 2013 with the issuance of a one-year DAC. In 2017 it moved to the four-year expiration. It is our belief that it will streamline DMV operations. If you figure we have approximately 53,000 driver authorization cardholders, with the number expected to increase, we can now start to move those people to use alternate services to renew at an eight-year period as opposed to four.

Chair Monroe-Moreno:

Would that help you run a more efficient department?

April Sanborn:

I agree that it would.

Chair Monroe-Moreno:

If a person is over age 65, license renewal is required every four years. With the changes in this bill, would the person over age 65 who held a driver authorization card be required to adhere to the same law?

April Sanborn:

That is correct. This would mirror the driver's license across the board. All driver authorization cardholders would be bound by the four-year renewal if they were over 65 years old.

Assemblyman Yeager:

I want to make the insurance issue clear. Insurance is not tied to a driver's license; it is tied to vehicle registration. If anyone applies for a driver's license, there is not a requirement to show proof of insurance. That requirement goes with vehicle registration, correct?

April Sanborn:

That is correct. You do not need to present proof of insurance unless you are registering a vehicle.

Assemblyman Yeager:

Due to a glitch, I received an electronic notice that if I did not show proof of insurance, my vehicle registration would be canceled. Would you walk us through the process on the DMV side? How often do you check that there is proof of insurance on the registered vehicles? What do you do if you do not have the proof you need?

April Sanborn:

I can give a high-level view; I do not know the details of the insurance component. It is an electronic process. The insurance companies let us know when you begin or stop an insurance policy. I am not familiar with the process beyond that. We can get you the details.

Chair Monroe-Moreno:

Seeing no one else wanting to testify as neutral, the sponsor can make final comments. I have one question for you, Assemblyman Flores. Someone commented that the price of auto insurance is higher because there are uninsured undocumented drivers on the road. Have you seen anything to support or refute that statement?

Assemblyman Flores:

I have not seen any data that would support anything close to that. I would argue that the driver authorization card does the opposite. As previously stated, if we did not have the driver authorization card, there would be a host of individuals who would not be able to get insurance. With a driver authorization card, they can now have insurance. If insurance is our biggest concern, you must support this bill because it is helping that situation.

I respect the opposition. They echo concerns that exist. I want to make it clear there are individuals who are United States citizens who have driver authorization cards. A driver authorization card is for those who cannot meet the identification requirements for getting a driver's license. An example would be someone who lost all his paperwork. That person would not be able to operate on our roads without the driver authorization card even if he should be able to because he was born in the country. On the flip side, there are members of the undocumented community who have regular driver's licenses because they have work permits or because of the Deferred Action for Childhood Arrivals policy. There is an intersection between these two communities in each category, so it does not pit one community against the other. It is a not DAC versus a driver's license issue. I do not watch *Judge Judy*, but I do watch *Judge Mills Lane*. There, everyone has insurance. There is a difference of opinion depending on which show you watch. I believe the opposition's concerns regarding insurance are unfounded. Their concerns are better addressed because of the driver authorization card.

Chair Monroe-Moreno:

We will close the hearing on A.B. 193. Is there anyone in Carson City or Las Vegas for public comment? [There was no one.] We are adjourned [at 2:39 p.m.].

RESPECTFULLY SUBMITTED:

Joan Waldock
Committee Secretary

APPROVED BY:

Assemblywoman Daniele Monroe-Moreno, Chair

DATE: _____

EXHIBITS

[Exhibit A](#) is the Agenda.

[Exhibit B](#) is the Attendance Roster.

[Exhibit C](#) is a copy of a PowerPoint presentation titled "Allegiant Las Vegas' Hometown Airline," presented by Hilarie Grey, Director of Corporate Communications, Allegiant Air.

[Exhibit D](#) is written testimony in support of [Assembly Bill 193](#), presented by Erika Castro, representing Progressive Leadership Alliance of Nevada; and Nevada Immigration Coalition.