

**MINUTES OF THE  
SENATE COMMITTEE ON GROWTH AND INFRASTRUCTURE**

**Eightieth Session  
February 5, 2019**

The Senate Committee on Growth and Infrastructure was called to order by Chair Yvanna D. Cancela at 1:34 p.m. on Tuesday, February 5, 2019, in Room 2135 of the Legislative Building, Carson City, Nevada. The meeting was videoconferenced to Room 4412E of the Grant Sawyer State Office Building, 555 East Washington Avenue, Las Vegas, Nevada. [Exhibit A](#) is the Agenda. [Exhibit B](#) is the Attendance Roster. All exhibits are available and on file in the Research Library of the Legislative Counsel Bureau.

**COMMITTEE MEMBERS PRESENT:**

Senator Yvanna D. Cancela, Chair  
Senator Chris Brooks, Vice Chair  
Senator Moises Denis  
Senator Kelvin Atkinson  
Senator Joseph P. Hardy  
Senator James A. Settelmeyer  
Senator Scott Hammond

**COMMITTEE MEMBERS ABSENT:**

Senator Pat Spearman (Excused)

**STAFF MEMBERS PRESENT:**

Marjorie Paslov Thomas, Policy Analyst  
Darcy Johnson, Committee Counsel  
Debbie Shope, Committee Secretary

**OTHERS PRESENT:**

Gil Grieve

CHAIR CANCELA:

We will begin with adopting the Senate Committee on Growth and Infrastructure Standing Rules, 2019 Legislative Session ([Exhibit C](#)).

SENATOR ATKINSON MOVED TO ADOPT THE COMMITTEE STANDING RULES.

SENATOR DENIS SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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CHAIR CANCELA:

Marjorie Paslov Thomas will review the Senate Committee on Growth and Infrastructure Committee Brief ([Exhibit D](#)).

MARJORIE PASLOV THOMAS (Policy Analyst):

Page 1 of [Exhibit D](#) of the Committee Brief describes the Committee's jurisdiction. There are a wide range of issues relating to transportation and energy that the Committee will consider.

Page 2 of [Exhibit D](#) are a couple of tables on Committee activity that occurred last Session: one is transportation, the second relates to energy. There were three vetoed bills last Session that may be considered during this Legislative Session. The bills are S.B. No. 427 of the 79th Session which was a transportation bill, and energy bills A.B. No. 206 of the 79th Session and S.B. No. 392 of the 79th Session.

Page 3 of [Exhibit D](#) are some topics that may also be considered by the Committee.

Page 4 of [Exhibit D](#) are a list of the prefiled bills for both the Senate and the Assembly.

Pages 5 and 6 of [Exhibit D](#) are a list of reports that may be of interest to some members. If there are any reports members would like to review, I can obtain them for you.

Pages 8 through 14 of [Exhibit D](#) is a list of contacts which consists of agencies and selected organizations.

CHAIR CANCELA:

We will open the meeting for public comment.

GIL GRIEVE:

I am here today for clarification on Senate Bill (S.B.) 22. It is redefining a nonrepairable vehicle.

**SENATE BILL 22**: Revises the definition of salvage vehicle. (BDR 43-227)

CHAIR CANCELA:

We have pulled S.B. 22 from the Thursday, February 7, agenda. You may state your concerns for the Committee, but I would like to meet with you to hear your concerns after this meeting.

MR. GRIEVE:

Right now, S.B. 22 is not good for the taxpayers of Nevada; the total loss rules in Nevada are defined, clear and are taxpayer friendly. After reading the proposed language in the bill, I believe it will redefine nonrepairable vehicles and it will allow them to be put back on the streets. These vehicles should not be allowed back on the streets for any reason. The problem is these vehicles are considered a total loss by the insurance industry and could be sold by an insurance carrier or a salvage yard to consumer taxpayers.

These vehicles should not be allowed back on the street due to the insurance industry deeming them a total loss for a reason. The reason is normally severity of the damage to the vehicle. A salvage builder cannot take a nonrepairable vehicle and put it back on the streets safely for any cheaper price than a vehicle repair facility could repair it in the open market.

We have vehicles on the streets now that are considered a total loss. These vehicles are repaired and then sold again to the public. Insurance carriers will put collision coverage on these vehicles. The problem with insurance collision coverage is the vehicle has already been regarded as a total loss once before.

Once one of these vehicles is reinsured and put back on the street, it could be involved in another collision loss. If the loss was to the same area as the prior damage and the vehicle is disassembled, the insurance carrier is going to deny the insurance claim. This is when we have upset policyholders, upset constituents and upset taxpayers.

There is no matrix available for the insurance industry to know when the State totals a vehicle. There is nothing in statute that states a consumer cannot purchase collision insurance coverage on a vehicle or that the insurance carrier cannot put collision coverage on a vehicle.

Few citizens of Nevada understand the total loss rules in place. This change will put more vehicles on the street for the opportunity to be purchased at a discounted rate. The public is unaware of what they are purchasing.

CHAIR CANCELA:

Seeing no further business, the meeting is adjourned at 1:49 p.m.

RESPECTFULLY SUBMITTED:

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Debbie Shope,  
Committee Secretary

APPROVED BY:

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Senator Yvanna D. Cancela, Chair

DATE: \_\_\_\_\_

EXHIBIT SUMMARY				
Bill	Exhibit / # of pages		Witness / Entity	Description
	A	1		Agenda
	B	2		Attendance Roster
	C	2	Senator Yvanna D. Cancela	Senate Committee on Growth and Infrastructure Rules for the 2019 Legislative Session
	D	16	Marjorie Paslov Thomas	Senate Committee on Growth and Infrastructure Committee Brief