

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

**Eighty-First Session
March 4, 2021**

The Committee on Growth and Infrastructure was called to order by Chair Daniele Monroe-Moreno at 1:30 p.m. on Thursday, March 4, 2021, Online. 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/81st2021.

COMMITTEE MEMBERS PRESENT:

Assemblywoman Daniele Monroe-Moreno, Chair
Assemblyman Howard Watts, Vice Chair
Assemblywoman Tracy Brown-May
Assemblyman John Ellison
Assemblyman C.H. Miller
Assemblywoman Sarah Peters
Assemblyman Tom Roberts
Assemblywoman Shondra Summers-Armstrong
Assemblyman Jim Wheeler
Assemblyman Steve Yeager

COMMITTEE MEMBERS ABSENT:

Assemblyman Glen Leavitt (excused)

GUEST LEGISLATORS PRESENT:

None

STAFF MEMBERS PRESENT:

Katie Siemon, Committee Policy Analyst
Devon Kajatt, Committee Manager
Joan Waldock, Committee Secretary
Trinity Thom, Committee Assistant



OTHERS PRESENT:

Sean Sever, Administrator, Division of Management Services and Programs,
Department of Motor Vehicles
April Sanborn, Administrator, Division of Central Services and Records, Department
of Motor Vehicles
Judy Stokey, representing NV Energy
Susan Fisher, representing Cirq Energy
Joseph (J.D.) Decker, Administrator, Division of Compliance Enforcement,
Department of Motor Vehicles
Tonya Laney, Administrator, Division of Field Services, Department of Motor
Vehicles
Dick Mills, Owner, Northern Nevada Auto Wrecking Group, Reno, Nevada; and
Member, Advisory Board on Automotive Affairs, Department of Motor
Vehicles
Mark Binder, Director, Government Affairs, Copart, Inc.
Andrew MacKay, Executive Director, Nevada Franchised Auto Dealers Association
Kevin Park, representing Insurance Auto Auctions

Chair Monroe-Moreno:

[Roll was called. Committee rules and protocol were explained.] Today we will hold hearings on four bills. We will open the hearing for Assembly Bill 150.

Assembly Bill 150: Revises provisions related to punitive actions concerning special license plates. (BDR 43-473)

**Sean Sever, Administrator, Division of Management Services and Programs,
Department of Motor Vehicles:**

Thank you for letting us present Assembly Bill 150. This bill is a result of a Commission on Special License Plates unanimous vote to draft a legislative bill that would give the Department of Motor Vehicles (DMV) the ability to suspend or terminate a special license plate pursuant to *Nevada Revised Statutes* 482.38279. Currently, the Commission on Special License Plates may make a determination that a charitable organization receiving revenue from the sale of a special license plate is not complying with certain laws governing special license plates. It may recommend the DMV suspend the collection of all additional fees collected on behalf of the organization and the production of its special license plate if the DMV is still producing it at the time. However, there is no authority for the DMV to change the status of the special license plate to be suspended with conditions or to terminate the special license plate to allow a vacancy in our special plates program, which would open up a spot for another organization that has been patiently waiting. This bill gives DMV the ability to do so.

In the past, we had a case in which a charitable organization, receiving revenue from the sale of a special license plate, was not complying with certain laws governing special license plates. A suspension would give such an organization time to make necessary changes, and

a termination would only be necessary if the organization refused to comply. We appreciate your hearing our request. We have several people in the room who can answer any questions.

Chair Monroe-Moreno:

Members, do you have any questions?

Assemblyman Ellison:

I know what DMV is trying to do. Several of us were on the Committee when this was an issue. I am happy to see this bill brought forward. It has been a long time coming, but I am glad it is here now. Thank you for bringing it forward.

Chair Monroe-Moreno:

The interim committee works hard. In the last two interims, they found this is a much-needed and overdue change.

Assemblyman Wheeler:

When we suspend a plate, what happens to the money that continues to come in? Where does it go? I was involved in the process with the charitable organization we talked about before. Does the money coming in go to DMV or to another charity when you suspend and eventually discontinue a plate?

April Sanborn, Administrator, Division of Central Services and Records, Department of Motor Vehicles:

If an organization is in a suspended status, we will continue to collect the money for the organization, but we will hold it in an account until we release the suspension and push the money to the organization.

Assemblyman Wheeler:

If we suspend a plate, as we did in the instance we were talking about, money is collected in the meantime. If we suspended the plate and then discontinued it, where does that money go?

April Sanborn:

In the event we terminate a plate, the remaining funds would be distributed to the charitable organization unless there is a reason that cannot happen—maybe the organization disbanded or there is another organization or charity the funds can go to. Currently, that would be done in consultation with the Commission on Special License Plates. If the Commission deems the money is to go to a certain place, that is what the Department would do.

Assemblyman Wheeler:

I think we are disbanding that Commission. This will give you the power to do what you want with that money.

Chair Monroe-Moreno:

Even if the Commission is disbanded, there will still be rules and regulations to govern what will happen to the funds if it is found that a nonprofit or agency is not doing what should be done with the money. The Department will not be able to utilize funds for whatever they choose.

Assemblyman Wheeler:

That is what I was looking to get on the record. Thank you.

Assemblyman Miller:

The bill mentions "certain requirements" for giving the money to a different charitable organization. I would like to get a better understanding of what those requirements would be. Are they the same requirements the organization that faltered met? Or would there be a different set of requirements? I would like to have clarity on what the requirements would be to have the money transferred.

April Sanborn:

The criteria are in statute for the organization. If we needed to transfer the money to a subsequent organization, it would have to meet all the same requirements listed in statute. If you would like me to go through them, I can.

Assemblyman Miller:

I do not think that is necessary.

Chair Monroe-Moreno:

Members, are there any other questions?

Assemblyman Ellison:

I understand why we are doing this, what we are going to do, and where the money is going to go. If an organization misused funds, can they go back and ask for reimbursement of those funds? Will you try to recover those misused funds?

April Sanborn:

Would you mind restating the question?

Assemblyman Ellison:

If an organization misuses funds, will the state go back and try to recover those funds; or will they just close it off and all money from that day forward would go to another organization? Is anyone going to be held accountable for the misuse?

April Sanborn:

I imagine there is a process in place for that, but I do not have that information today. I can certainly get that for you.

Assemblyman Ellison:

I think that is important to know if that might send a message to others later on.

Assemblyman Roberts:

If a plate is suspended, would you continue to renew those plates? Would you collect more revenue?

April Sanborn:

If a plate is suspended, we will still renew a registration. We just will not produce and issue new plates. We would still collect the revenue from the renewed registration. It is a great decrease, but we do still collect revenue.

Assemblyman Roberts:

At what point would you not continue to renew those special plates? Would they continue to pay the fee or whatever the donation was that went to that charity every year despite the fact the charity was no longer in existence or receiving money?

April Sanborn:

When we terminate one of the plates, we will continue to renew the plate and the registration for the customer, but we will no longer collect money for the charitable organization.

Assemblyman Roberts:

Thank you. That makes it clear.

Chair Monroe-Moreno:

Are there any other questions? [There were none.] Is there anyone in the queue wishing to testify in favor of Assembly Bill 150? [There was no one.] Are there callers in opposition? [There were none.] Is there anyone wishing to testify in neutral? [There was no one.] Are there any final comments from the presenters?

Sean Sever:

We do not have any final comments, but we appreciate your letting us present this bill to you today.

Chair Monroe-Moreno:

We will close the hearing on Assembly Bill 150 and open the hearing on Assembly Bill 154.

Assembly Bill 154: Revises provisions governing certain notice provided by public utilities. (BDR 58-510)

Assemblyman Tom Roberts, Assembly District No. 13:

With me today is Judy Stokey, representing NV Energy. She brought this to me in the interim to clean up some regulations involving notifications to ratepayers. We have spoken to the Public Utilities Commission of Nevada (PUCN). They are amenable to these changes. Ms. Stokey also has an amendment. As we drafted this piece of legislation, there were some other things she wanted to add. She will go over the contents of the bill as we see it today and will talk about the proposed amendment. We will then take questions.

Judy Stokey, representing NV Energy:

I spoke to Assemblyman Roberts about this bill early on. This bill is a cleanup of a bill that was passed 10 or 15 years ago. Technology has changed and things have moved forward in that time.

Even though the bill looks long, it does not make many changes. We want a change allowing NV Energy to electronically communicate with its customers who have requested that communication. Everybody else who wants to receive paper communication would continue to get all communications on paper. We want it to be explicit in statutes and regulations that we are allowed to do all our communications electronically if that is what the customer has requested. Approximately 40 percent of our customers, close to 550,000 customers, have requested to go electronic and eliminate the paper. There are still many people who want paper communication, so we will continue to communicate with them as we do now. That is the essence of the bill.

The amendment makes one small change [[Exhibit C](#)]. In the past, we have been required to file our rate schedules and other important communications on special paper of a certain size, so it would stand out and our customers would be able to readily see it when they opened their bills. Since many of our customers do not receive paper bills, this communication is sent electronically. This amendment allows us to change the parameters of that fluorescent, stand-alone paper notice and do it in some other way. We will work with

PUCN to develop it. The notification could be done with bold letters, rather than fluorescent, which some people find hard to read. We are trying to make it very clear with our customers how they want to communicate and make it as clear as possible for them.

Chair Monroe-Moreno:

A few members have questions.

Assemblyman Ellison:

When you refuse to receive electronic notifications from banks and request paper communication, they charge a fee. Do you see an added cost for users who do not choose to receive electronic communications?

Judy Stokey:

We do not charge an additional fee to our customers who want written communication; however, the more who receive electronic communication and the more we can make some of these changes, that is a savings to the company as a whole. Whatever that savings would be would go back to all our customers.

Assemblywoman Peters:

Are you doing anything to ensure that your emails are making it into people's in-boxes and not being sorted to their spam folders? Recently, I have been having a hard time with my spam folder—even with emails that I have been opening most of my career ending up as spam. Is there anything we can do to ensure those communications are not sent to spam?

Judy Stokey:

We cannot control if our communications are sent to someone's spam folder. We communicate with our customers regularly, even weekly, if they have signed up to receive their bill status that often. If they do not hear from us for some time, I hope they would reach out to us. Of course, we would reach out to them if we have not heard from them or seen payment from them. We can take the conversation off-line. I will see what other kind of protections there are to make sure customers are receiving our emails.

Assemblywoman Peters:

I love getting my utilities bills by email. It is so easy to sort and retain them without having to store them in a file cabinet. I just want to be sure that we are protective of some of these spam protocols.

Assemblywoman Brown-May:

I am also an electronic user and only receive my bills through email now. It is delineated for people receiving notifications to have them on brightly colored paper or something that stands out. Is there a plan to send special communications separately from the bill? I do not read the whole utility bill, unless there is a discrepancy or something seems to be out of the ordinary. I see what is due, I pay the bill, and then it is done. Is there a way to make sure I am receiving the notifications separately?

Judy Stokey:

I do not believe you would be getting them separately. They should be coming through your emails if that is how you signed up to receive them. We do not send notifications through the mail if you requested that a communication be sent electronically. Since the notice would need to stand out per regulation, we would make sure it stood out in the email. Does that answer your question?

Assemblywoman Brown-May:

Thank you. I apologize. I said it in a confusing fashion. I was curious to know if special notifications would go out by a separate email to get my attention, as opposed to being included with my bill.

Judy Stokey:

I do not know that. I will verify that information. I think it goes out with your bill. These rate schedules that we put on fluorescent paper would typically go out with a bill. It is just a separate special notice that we would put in your normal bill. I believe your notification would be in your email, but I will verify that for you.

Chair Monroe-Moreno:

Are there any other questions for Ms. Stokey or Assemblyman Roberts?

Assemblyman Yeager:

What percentage of your customers receive their bills electronically?

Judy Stokey:

Approximately 40 percent of our customers—almost 550,000—have requested to go electronic.

Chair Monroe-Moreno:

I see no further questions. Are there any callers in the queue wishing to provide testimony in support of Assembly Bill 154? [There were none.] Are there any callers wishing to testify in opposition of A.B. 154?

Susan Fisher, representing Cyrq Energy:

I was trying to testify in support. I am not in opposition of the bill; I am in support of Assembly Bill 154. Is it all right for me to speak?

Chair Monroe-Moreno:

Yes, you may go ahead.

Susan Fisher:

Cyrq Energy operates in the Reno area as Avalon Geothermal. It is part of a large, national geothermal company. In Nevada, Avalon is a small geothermal company that serves space heating to a little over 105 homes in the Reno area. We appreciate the option to be able to send bills or notices electronically to our customers who opt to do that. Most of our

customers have opted into text messaging for special notification if something is going to happen or if there is going to be an interruption in service. We appreciate NV Energy bringing this bill forward, and we appreciate the bipartisan support.

Chair Monroe-Moreno:

Are there any other callers in the queue? [There were none.] Are there any callers wishing to testify as neutral? [There were none.] Are there any final remarks from the sponsor of the bill or from Ms. Stokey?

Assemblyman Roberts:

I appreciate this bill. We receive our notices electronically. Ms. Stokey is a constituent of mine, so she reached out to me about this. I am honored to present a bill with one of my constituents.

Judy Stokey:

All our notices are posted on our website. We use social media. We use other forms of communication with our customers. I hope this bill will be an easy cleanup to help our customers and save some money.

Assemblyman Roberts:

I would appreciate the Committee's support in an amend and do pass if the bill is brought to a work session.

Chair Monroe-Moreno:

We will close the hearing on Assembly Bill 154 and open the hearing on Senate Bill 17. We will welcome back the presenters from the Department of Motor Vehicles.

Senate Bill 17: Revises provisions governing motor vehicles. (BDR 43-319)

**Sean Sever, Administrator, Division of Management Services and Programs,
Department of Motor Vehicles:**

Thank you for letting us present Senate Bill 17. The Department of Motor Vehicles (DMV) is seeking to remove the established place of business requirement for driving schools that offer online classroom instruction. At the DMV, we are working to transform our services and offer all of them online, as many businesses are doing now, so Nevadans are not required to come into our buildings to conduct their business. This bill is part of that effort.

Currently, the DMV is limited to granting licenses for the operation of schools for training drivers to those businesses that maintain an established place of business in the state. The Internet offers additional opportunities for businesses to provide services, without having an established place of business, where students can attend online instead of attending physically, in person. We are seeking to remove the established place of business requirement for the issuance of a license for the operation of schools that train drivers where their classroom instruction is being provided online. The DMV also wants to clarify that

the books and records of a licensee may be maintained and made available to the DMV physically or electronically. We appreciate your considering our request. I have several people available to help answer questions.

Chair Monroe-Moreno:

Members, are there any questions regarding Senate Bill 17? Are the online driving schools Nevada-based businesses? Do you already have contracts with them? Will you just be expanding if this bill is passed?

Joseph (J.D.) Decker, Administrator, Division of Compliance Enforcement, Department of Motor Vehicles:

One of our tasks is overseeing drive school certification. To answer your question, this would be an expansion of existing business in Nevada. We are talking about Nevada businesses, Nevada drive schools.

When I took over the Division of Compliance Enforcement within the DMV about three years ago, about half of the marketplace was offering online courses. We had three choices. One was to shut them all down because they were violating the law. The second was to allow them to continue operating in that manner in violation of the law. The third was for us to attempt to change the law to allow for that practice in the marketplace.

Chair Monroe-Moreno:

Would the driver still need to come to DMV for the actual driving test?

J.D. Decker:

At this point in time, that is correct. This would just allow the driver training program, the education program, to be conducted online and for those Nevada businesses to operate without having a brick-and-mortar location.

Chair Monroe-Moreno:

Can you tell us the approximate wait time for the driving test? I know there are long lines at DMV for other things. Is there a wait time for the driving test?

Tonya Laney, Administrator, Division of Field Services, Department of Motor Vehicles:

You were speaking of the actual drive test at the DMV; is that correct?

Chair Monroe-Moreno:

Correct.

Tonya Laney:

Currently, we are right on the cusp of being just about where we were pre-COVID-19. We are almost through the backlog of individuals who were not able to get in for the short time we were closed due to the COVID-19 pandemic. Depending on the office location, on average, appointments for drive tests must be made about 30 days in advance.

Chair Monroe-Moreno:

That is good to hear. Two other members have questions.

Assemblyman Ellison:

I am happy to see something else go online to help shorten the wait time. I have a couple of questions. Have you thought about having private licensed and bonded businesses help with some of the drive testing to cut the wait time? My other question is, how do you know who is taking the test online?

J.D. Decker:

To answer your second question, when students complete the course of instruction, the schools provide them with certification which they provide to the DMV prior to the practical drive test with the DMV. I would prefer to have Tonya Laney answer your first question. I know we have considered it, but I am not sure where we are in the process.

Tonya Laney:

We are actively exploring outsourcing the drive test. This would not replace the drive test that the DMV offers. We would like to bring partners on board to offer the test in addition to offering it with DMV staff.

Assemblyman Ellison:

There are seniors who do not go to school and do not take a special class. How do they log in, and how do you know they are who they say they are?

J.D. Decker:

It would be the job of the licensed drive school to provide the certification to establish the person's identity. They use whatever ID documents their students have to establish identification before they register for a course of instruction. The certification they issue is done on forms the Department accepts, including the verification of identity.

Assemblyman Ellison:

I am in favor this. I hope you look at alternate ways to get help in shortening some of the lines at the DMV.

Assemblywoman Summers-Armstrong:

On February 9, we received a presentation from Ms. Butler. At that time, there was discussion about allowing contractors to not just provide training, but also to test drivers. While on the surface that seems like a great idea, I am curious as to whether you have the staff who could monitor outside agencies. Outside agencies usually have project managers on staff who are responsible for monitoring the activities of these contractors to ensure they comply with your standards and administer the tests in an appropriate manner—both the online test and the driving test, if you go with that model.

J.D. Decker:

The Compliance Enforcement Division has staff who review and approve course curriculum and attend and audit the actual presentation. We audit the drive school records occasionally to make sure they are identifying students, are properly training them, and are processing the paperwork to us. The Division does do audits. In 2019, we received authorization for a program officer position to beef up our driver training audit program. We know that driver education is an important topic, so we asked for a person and got it. We have had great success with making sure all the curriculum is reviewed and all the files are audited. We assume that if we contracted out the driver testing program, and the staff were freed from having to conduct the test themselves, our driver education auditors would ensure the tests were conducted in accordance with regulations and DMV standards.

Assemblywoman Summers-Armstrong:

This could be a burgeoning business opportunity for Nevada businesses. We already have a shortage of small and minority-owned businesses with opportunity. Will you ensure that those who take advantage of this are truly local businesses? What is your plan to support businesses in the state of Nevada as opposed to opening this up to people from outside the state who would take opportunities away from local small businesses?

J.D. Decker:

This bill would allow about half of our current Nevada driver education marketplace to fall within the law. Today, anyone offering online courses is technically violating the law. We did not want to shut down those businesses and impact the marketplace negatively; this bill would change the law, allowing them to be operating within the law. We would love to see more Nevada businesses start drive schools. We think there is a demand. This bill could make it more attractive for people who do not want to lay out the capital to rent a location and start a brick-and-mortar business. You are required to have a Nevada business license to operate a drive school business in Nevada. We think this would make it more attractive to start a drive school.

Assemblywoman Summers-Armstrong:

Having a Nevada business license does not mean the business is based in Nevada. Is that correct?

J.D. Decker:

That is correct. Different jurisdictions have different requirements for offering a business license. Driving school operators would need to have a license in their local jurisdiction and through Nevada DMV and pay the appropriate fees to operate a school.

Assemblywoman Summers-Armstrong:

I would be encouraged if there was a line somewhere in this bill that gave Nevada businesses—people who are actually in our state, who make Nevada home—priority so that we can diversify and support our own economic engine in our state.

Chair Monroe-Moreno:

Are there any other questions?

Assemblywoman Brown-May:

If someone contracts with the Department to operate a drive school, is that considered a state contract?

J.D. Decker:

We regulate drive schools, but we do not contract with them. These are independent operators who run their own businesses that we regulate. We do not provide state contracts with schools to provide training; we just regulate them.

Chair Monroe-Moreno:

Seeing no other questions, we will ask if there are callers wishing to testify in support of Senate Bill 17. [There were none.] Are there callers to testify in opposition? [There were none.] Are there any callers to testify in neutral? [There were none.] Does the sponsor have any final comments?

Sean Sever:

Thank you for hearing our bill today. We will follow up with Assemblywoman Summers-Armstrong on her request.

Chair Monroe-Moreno:

That will close the hearing on Senate Bill 17. We will open the hearing on Senate Bill 29.

Senate Bill 29: Authorizes the appointment of an agent of the Department of Motor Vehicles to issue salvage titles. (BDR 43-348)

Sean Sever, Administrator, Division of Management Services and Programs, Department of Motor Vehicles:

Thank you for letting us present Senate Bill 29. The Department of Motor Vehicles (DMV) is seeking to partner with third parties to process salvage titles—a form of vehicle title branding that notes that a vehicle has been damaged or deemed a total loss by an insurance company that has paid a claim on it.

As I said when presenting the last bill, Nevada DMV is working to transform our services and offer all of them online, the way other businesses do, so Nevadans are not required to come into our offices. This bill is part of that effort. We had to close our doors for approximately two months last summer due to the COVID-19 pandemic. We were unable to process salvage titles or provide many other services. Industry representatives have offered

to partner with the DMV in the review and processing of salvage titles. Currently, the DMV has authority for this type of partnership in *Nevada Revised Statutes* (NRS) Chapters 481 and 482, but not in NRS Chapter 487. Industry representatives currently partner with other jurisdictions in handling and processing salvage titles. The DMV seeks to allow third-party companies the ability to produce salvage titles in a manner similar to the authority granted in NRS Chapter 481 for the issuance of temporary permits and in NRS Chapter 482 for the issuance of regular titles. This bill would give the DMV the authority to work with those parties on developing a program. We would still have to do workshops and develop regulations. We greatly appreciate your considering our request. We have several people here who can help answer any questions.

Chair Monroe-Moreno:

You have answered the first question I had, which was about the training for these outside agencies. Are there questions from members of the Committee?

Assemblyman Wheeler:

My question is for our legal counsel. I noticed this bill requires a two-thirds majority vote. I do not see anything in the bill that changes or redirects any of the fees. Can anyone tell me why this requires a two-thirds vote?

Chair Monroe-Moreno:

Our legal counsel will have to get back to you. Unfortunately, she is not in our meeting today. I will have her send her answer to the entire Committee.

Assemblyman Ellison:

This bill passed unanimously in the Senate. During the COVID-19 pandemic, if you bought a car at an auction, it would automatically come with a salvage title. Will you straighten that out?

April Sanborn, Administrator, Division of Central Services and Records, Department of Motor Vehicles:

When a vehicle is sold at auction, it will not necessarily mean it will end up with a salvage title; it would be issued a salvage title only if the vehicle met the requirements of being nonrepairable. A car could be sold at auction that does not meet the requirements for having a salvage title.

Assemblyman Ellison:

I am glad you said that. We bought a 1947 Willys Jeep that runs. We started it up and drove it off. There was nothing wrong with it, but we tore it down to restore it. The title I received for it was a salvage title and it was a cleared title when it was sent. That is why I asked that question. Thank you.

Chair Monroe-Moreno:

Are there any other questions from members? [There were none.] Are there callers in the queue in support of Senate Bill 29?

Dick Mills, Owner, Northern Nevada Auto Wrecking Group, Reno, Nevada; and Member, Advisory Board on Automotive Affairs, Department of Motor Vehicles:

I am the owner of three automobile wrecking yards in the state of Nevada. The automobile wrecking industry experiences the same problems the salvage pools do in getting salvage titles issued, especially during the closures related to COVID-19. Senate Bill 29 is a much-needed bill for both the salvage pools and the automobile wrecking yards. As a member of the Advisory Board on Automotive Affairs, we voted at our February 25 meeting to support S.B. 29. We thank you.

Mark Binder, Director, Government Affairs, Copart, Inc.:

Copart has locations in Reno and Las Vegas in Nevada [[Exhibit D](#)]. We have a good relationship with the Nevada DMV and are thankful for their hard work and efforts on this bill, especially during the stressful time of the pandemic. We look at them as an industry partner. Copart believes that Senate Bill 29 is a partnership. It allows the salvage auctions to participate in low-impact title processing in a secure environment. It protects our customers and does not decrease revenue to the state. The state will receive the same revenue for all the title processing, yet they will be losing the labor costs involved in processing titles. That would fall on the entities doing the title transfers. From talking with DMV staff, I know it is their goal to use these resources to improve customer service. We have been advised that staff who have been processing titles will be shifted to other duties, so there would be no reduction in staffing. This concept is mirrored by states surrounding Nevada—Utah, Arizona, and California all participate in this. Arizona has done this since the 1990s, so it is a well-established process. New Mexico also has a similar process to what is being requested. We appreciate your time.

Chair Monroe-Moreno:

Thank you for your comments and the information about the surrounding states. We will take the next caller in support of S.B. 29.

Andrew MacKay, Executive Director, Nevada Franchised Auto Dealers Association:

I echo what Mr. Binder put on the record moments ago. We also view DMV as a partner. They are wonderful to work with. This bill would free up some of the work on the salvage titling end and allow them to divert resources to other things that will help them improve their customer service process. They do a great job for our dealer members. We fully support this measure.

Chair Monroe-Moreno:

Do we have any other callers in support of S.B. 29?

Kevin Park, representing Insurance Auto Auctions:

I am with Government Affairs for Insurance Auto Auctions. I appreciate the opportunity to echo what you have already heard, especially the information from Mark Binder with Copart. He and I work very closely together. This is a much-anticipated bill and change if the bill passes. In addition to everything else, this would produce a quicker turnaround time for

getting vehicle titles. The faster we can obtain titles and turn these vehicles around and auction them back out, the quicker the used car market in Nevada would be able to get these vehicles off to the people who need them. We can get them repaired or the companies that use them for parts can tear them down and get the parts back out there into the economy, raising additional tax revenue for the state. I appreciate your willingness to look at this bill. I look forward to seeing it pass.

Chair Monroe-Moreno:

Do we have any other callers in support for S.B. 29? [There were none.] Do we have any callers wishing to offer testimony in opposition? [There were none.] Do we have any callers in neutral on this measure? [There were none.] Are there final comments from DMV?

Sean Sever:

We greatly appreciate you hearing this bill today. We also appreciate our partners helping us out. We need a lot of help right now, and we appreciate it.

[[Exhibit E](#), a letter in support of S.B. 29, was submitted by Katerina Dotzeva, Director, Government Affairs, Insurance Auto Auctions.]

Chair Monroe-Moreno:

I will close the hearing on Senate Bill 29. That brings us to public comment. Is there anyone in the queue for public comment? [There was no one.] That concludes today's meeting. I thank our presenters, the Committee, our broadcast staff, and the members of the public who were able to join us virtually today. The next meeting for the Assembly Committee on Growth and Infrastructure will be held on Tuesday, March 9, at 1:30 p.m. We are adjourned [at 2:35 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 proposed amendment to Assembly Bill 154, dated March 2, 2021, submitted and presented by Judy Stokey, representing NV Energy.

[Exhibit D](#) is a letter, dated March 4, 2021, submitted and authored by Mark Binder, Director, Government Affairs, Copart, Inc., in support of Senate Bill 29.

[Exhibit E](#) is a letter, submitted by Katerina Dotzeva, Director, Government Affairs, Insurance Auto Auctions, in support of Senate Bill 29.