MINUTES OF THE MEETING
OF THE
ASSEMBLY COMMITTEE ON GROWTH AND INFRASTRUCTURE
Eighty-Third Session
March 18, 2025

The Committee on Growth and Infrastructure was called to order by Chair Howard Watts at 1:34 p.m. on Tuesday, March 18, 2025, in Room 3143 of the Legislative Building, 401 South Carson Street, Carson City, Nevada. The meeting was videoconferenced to Room 3 of the Nevada Legislature Hearing Rooms, 7120 Amigo Street, 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/83rd2025.

COMMITTEE MEMBERS PRESENT:

Assemblymember Howard Watts, Chair
Assemblymember Max E. Carter II, Vice Chair
Assemblymember Shea M. Backus
Assemblymember Tracy Brown-May
Assemblymember Jill Dickman
Assemblymember Danielle Gallant
Assemblymember Bert K. Gurr
Assemblymember Venise Karris
Assemblymember Cinthia Zermeño Moore
Assemblymember Toby Yurek

COMMITTEE MEMBERS ABSENT:

Assemblymember Duy Nguyen (excused)

GUEST LEGISLATORS PRESENT:

Assemblymember Gregory T. Hafen II, Assembly District No. 36
Assemblymember Heather Goulding, Assembly District No. 27

STAFF MEMBERS PRESENT:

Keely Latham, Committee Policy Analyst
Jessica Dummer, Committee Counsel
Cindy Glass, Committee Manager
Jeff Kirst, Committee Secretary
Cheryl Williams, Committee Assistant

OTHERS PRESENT:

Sean Sever, Deputy Administrator, Division of Research and Project Management, Department of Motor Vehicles
Al Rojas, Private Citizen, Las Vegas, Nevada
Paul J. Enos, CEO, Nevada Trucking Association
Danny Thompson, Co-Owner, SNAP Towing
Tom Morley, Private Citizen, Las Vegas, Nevada
Lucas M. Foletta, representing Nevada State Tow Association
Vinson Guthreau, Executive Director, Nevada Association of Counties
Darcy Phillips, Executive Director, Keep Truckee Meadows Beautiful
Olivia Tanager, Director, Toiyabe Chapter, Sierra Club
Joanna Jacob, Manager, Government Affairs, Department of Administrative Services, Clark County, Nevada
Adrian Hunt, Police Detective, Office of Intergovernmental Services, Las Vegas Metropolitan Police Department
Jason Walker, Lieutenant, Legislative Liaison, Washoe County Sheriff's Office
Phil Wooley, President and Founder, Desert Pigs
Don Hawkins, representing Desert Pigs, Fernley Chapter
Matthew Morris, representing Sun Valley General Improvement District
Susan Zinser, Owner, D&S Tow, Inc.
Dora Martinez, Private Citizen, Reno, Nevada

Chair Watts:
[Roll was taken. Committee rules and protocols were explained.] Good afternoon, everybody. Welcome to today's meeting of the Assembly Committee on Growth and Infrastructure. We have two bills on our agenda to be heard today. We plan to take these bills in order. Before we get to that, we do have a bill draft request (BDR) to introduce. As a reminder to all members, a vote to introduce this BDR does not signal any of your support for the BDR. It merely allows us to get it introduced, get it assigned a bill number, and then potentially bring it back to this Committee for a hearing. The BDR before us for potential introduction is BDR 32-426, which revises provisions relating to the taxation of agricultural real property.

BDR 32-426—Revises provisions relating to the taxation of agricultural real property. (Later introduced as Assembly Bill 479.)

I would entertain a motion to introduce this BDR.

> ASSEMBLYMEMBER BROWN-MAY MADE A MOTION TO INTRODUCE BILL DRAFT REQUEST 32-426.
>
> ASSEMBLYMEMBER CARTER SECONDED THE MOTION.

Is there any discussion on this motion? [There was none.]

> THE MOTION PASSED. (ASSEMBLYMEMBER NGUYEN WAS ABSENT FOR THE VOTE.)

With that, we will now move on to our bill hearings for the day. We will begin with Assembly Bill 409, which revises provisions relating to special license plates. Welcome back to the Committee on Growth and Infrastructure, Assemblymember Hafen. I will open the hearing on A.B. 409. You can proceed whenever you are ready.

Assembly Bill 409: Revises provisions relating to special license plates. (BDR 43-1058)

Assemblymember Gregory T. Hafen II, Assembly District No. 36:
[Assemblymember Hafen played an audio clip of "Houston, we have a problem."] As you just heard, we have a problem. I have Olijan Wion with me, and I am honored to represent Assembly District 36. I am proud to present Assembly Bill 409. I mentioned there is a problem. I am sure many of you know that half of the bills we deal with this session are problems or misses that we made in the previous session. And that is how this started.

This bill started with—I believe it was Assembly Bill 409 of the 82nd Session [*sic*]. It was to allow our special decorated veteran license plates to be personalized. All the license plates can be personalized except for a very select few, and we missed some, of course. We are trying to address that, and in conversations with the mothership also known as the Department of Motor Vehicles (DMV), they notified me we were missing a current veteran license plate. The only one in this state we did not have was the Space Force [United States Space Force]. This is not what the DMV has proposed [Exhibit C]. This is something you can buy off of vetfriends.com if you are interested in supporting Space Force. I also want to acknowledge the member whose niece is in the Space Force and want to thank her for her service. Chair, with your permission, I will go ahead and summarize the bill.

For those who are unfamiliar with the United States Space Force, Space Force was officially established on December 20, 2019. Further, in May 2022, the U.S. Department of Veterans Affairs officially recognized Space Force as a branch of the military, ensuring the guardians are eligible for the same benefits as other service members. Space Force was driven by the growing recognition of space as a critical domain for national security, requiring a dedicated

military service to protect America's interests. The work the Space Force conducts is essential for the needs of most Americans in their everyday life. For example, satellites orbiting the planet play a crucial role by connecting people globally, monitoring weather, broadcasting television, providing GPS services, and now, I believe, providing cellular services.

As Nevada lawmakers, we take pride in our military members and families. One way we have shown this pride is through the issuance of special license plates to veterans and their families, which should be extended to all branches of the military, including the recently established Space Force.

Now, turning to the bill, you will notice we have submitted an amendment [Exhibit D] to the bill. It is up on NELIS [Nevada Electronic Legislative Information System] because, as I stated before, we have a problem: we again missed some additional special decorated license plates. We are proposing to amend the ability to personalize the license plate to also include the Air Force Cross, Coast Guard Cross, Distinguished Service Cross, and the Navy Cross. Having said that, Mr. Chair, I just want to thank you for the consideration of the bill. We are here for any questions.

Chair Watts:
Members, are there any questions for Assemblymember Hafen?

Assemblymember Hafen:
Mr. Chair, if I may, I did have one other additional amendment. Assemblymember Gray would like to be added as a primary sponsor.

Chair Watts:
We will consider it. Thank you for your presentation. Assemblymember Yurek has a question for you.

Assemblymember Yurek:
Just to clarify that last amendment, would it be considered a friendly amendment?

Assemblymember Hafen:
Assemblymember Gray is a veteran of a separate branch of the military. Therefore, I do not know the answer to that. I will have to get back to you.

Chair Watts:
If you provide it in writing to the Committee as a follow up, we would greatly appreciate it. Seeing no other questions from members of the Committee, we will move on to testimony. We will begin with testimony in support of Assembly Bill 409. Is there anyone wishing to provide testimony in support here in Carson City, Las Vegas, or over the phone? [There was

no one.] We will now move to testimony in opposition to Assembly Bill 409. Is there anyone wishing to provide testimony in opposition in person or by phone? [There was no one.] Is there any testimony in neutral on Assembly Bill 409? Mr. Sever, welcome back. Please proceed whenever you are ready.

Sean Sever, Deputy Administrator, Division of Research and Project Management, Department of Motor Vehicles:
We are neutral on A.B. 409. We submitted a zero-impact fiscal note, which cannot be determined, and we appreciate working with the bill sponsor. I do want to add there are quite a few license plate bills this session that have no fiscal impact. But if they all pass, it will have a cumulative impact on our license plate factory, which runs on very thin margins, which is the reason we answered, "cannot be determined." I am also happy to report the DMV has fully implemented Assembly Bill 203 of the 82nd Session, which allows veterans to personalize their military license plates. This is one of the two remaining bills we asked legislators to push back last session. This bill will add the sixth military branch and add in a couple of the license plates we missed last session for personalization.

Chair Watts:
One day, I will get a zero-impact fiscal note on one of my bills. Is there anyone else wishing to provide neutral testimony in person? [There was no one.] Does anyone wish to provide neutral testimony on Assembly Bill 409 by phone?

Al Rojas, Private Citizen, Las Vegas, Nevada:
I really wanted to testify in favor. The thing is, the meeting went so fast, I did not even have time to dial in. I totally support the plates. We see them all the time here for Metro [Las Vegas Metropolitan Police Department]. Part of a neighborhood watch group called Safe Communities Network, is having tremendous success over here on Lake Mead and Hollywood Boulevard. We are a network with many of the businesses, and we definitely support our first responders. That is what our country is all about. I am in total support of this, and I want to thank the legislators who brought this up.

Chair Watts:
Thank you, Mr. Rojas, and we will categorize your testimony as support. Are there any other callers wishing to provide testimony? [There was no one.]. With that, would the presenter like to make any closing remarks? [Closing remarks were waived.] Thank you very much for the presentation. Live long and prosper. With that, I will close the hearing on Assembly Bill 409. I will now open the hearing on Assembly Bill 415 and welcome Vice Chair Carter to the table and welcome back Assemblymember Goulding. Go ahead and take a moment to get ready. Once everything is settled, please begin.

Assembly Bill 415: Revises provisions governing the towing of motor vehicles. (BDR 43-821)

Assemblymember Max E. Carter II, Assembly District No. 12:
I and my colleague, Assemblymember Goulding, originated this idea in the north and the south at the same time. I represent Assembly District 12, which is on the east side, and it is on the perimeter of the valley. We have an issue all over the perimeter, and this comes about from talking to local elects in the municipal areas, primarily Clark County, about the problem of abandoned large vehicles; this is where we started. In my district, it is not unheard of to see motorhomes, RVs, and big boats—I do not know how they get them off the trailer—dumped on the side of the road. The issue we are working on, and my colleague will explain further—she has a fantastic presentation [Exhibit E]. She has done a great job and has led the charge on this. We are trying to make it feasible and not an economic burden on tow operators to get these vehicles out of our neighborhoods. With that, I am going to turn it over to my colleague, Assemblymember Goulding.

Assemblymember Heather Goulding, Assembly District No. 27:
This has been a fun bill for us to work on together. There are two parts to this bill. The first part is abandoned junk vehicles [Exhibit E]. We will get to the second part a little bit later. The issue we have talked about mostly is abandoned junk vehicles. In my neck of the woods, I represent Sun Valley; this was one of the very first issues my constituents said we need to do something about: abandoned vehicles in our community. Sun Valley is on the urban-rural interface. Folks come out in the middle of the night and dump all kinds of junk, but the most difficult things to get rid of are these abandoned junk cars. The folks I represent said the trick here is we cannot identify the owners. We are trying to figure out ways to not have to go through the normal process when there is an abandoned vehicle someone actually cares about if there is some value. Abandoned vehicles are a blight on the communities. They are a public safety hazard and environmental hazard, and they are really expensive to remove. I want to give you an idea of what these look like for those of you who do not live in an area that has a lot of abandoned vehicles [Assemblymember Goulding played a series of photos]. They range from something that looks like it could be a reasonable car, if you are not too close to it, to just a complete shell.

Here is the problem. When you have an abandoned vehicle, currently, the process requires a search for the owner. There could be a lien title required. There are holding periods in an impound lot. The towers lose money on these things. It is a disincentive to taking care of the problem of these vehicles.

Here is the solution Assembly Bill 415 recommends. If we all agree it is junk, then let us treat it like junk. If you are picking up trash off the ground, you throw it right in the trash can. It is the same concept. There are four criteria, and if the vehicle meets these four criteria, then let us put it straight in the trash or send it right to scrap. That would be: it is an abandoned vehicle, it is not registered, and it is not roadworthy. This is not something broken down on the side of the road someone is waiting to get some help with—a jump or something—this is not a roadworthy car. It is a vehicle worth less than $500. Currently, the definition of a junk vehicle is $200 or less in scrap value. We are increasing that to $500, which is the same value our neighboring states use of either $500 or $750, so we are using the more conservative of those values. If a vehicle meets these four requirements, the

Department of Motor Vehicles (DMV) will give it a junk certificate without jumping through a bunch of hoops. We do not have to try to figure out who the owner is. We do not have to figure out if it is insured—all of that—and we can take it straight to the trash heap. That is part one.

Part two is a different issue for the towers. What happens now is in some of our larger municipalities, when there is an accident on the roadside, or a vehicle needs to be picked up roadside, there is a dispatch that goes to an app and looks at who is the closest tow truck. But there are some bad actors who have some spoof software. What happens is the bad actors will sit on the radio and listen and realize, Oh, there is an accident right in front of the Grand Sierra Resort (GSR). They can then quickly go into their software and make it look like their tow truck is right near the GSR. Then, when dispatch gets on, they will see that spoofed location, and they will get the call. But it is not solving the problem because they are not actually anywhere near the needed tow.

Here is the problem. You can see the car with the red slash through it is the dishonest location being reported. The tow truck is further away than a truly close tow truck, which is the green truck here. Here is the solution in the bill. We are explicitly going to prohibit the dishonest reporting of locations, and if you get caught doing that, you are off the list. We are not saying it is a misdemeanor. We are not making anything complicated out of this. You are simply off the list. It is the natural consequence of being a bad guy.

That is it. Simple bill: throw trash in the garbage can, and if you are a bad guy and you lied, you do not get to play anymore. Walking through the bill, section 1 would allow law enforcement to affix a notice to the vehicle and indicate that in five days, if this junk vehicle does not get picked up, we are going to tow it away, and it will be scrapped. Section 2, if the vehicle is not registered and the owner is unknown, the vehicle can be described as a junk vehicle, and there is no requirement to jump through all those hoops of finding the owner, et cetera. Section 3 is conforming language. Section 4 changes the value of a junk vehicle from $200 to $500, and section 5 is conforming language. Section 6 prohibits reporting an inaccurate location and identifying a consequence for that.

There are three issues we are still in the process of resolving I want to point out. The first of which is, the unamended bill included a 48-hour wait period after the vehicle is towed. We have worked with a large group of stakeholders on this bill, and the intention was a one-touch: you pick the thing up, you throw it away, and you do not have to hold space in an impound lot. Legal has let us know the 48-hour [waiting period] in the original bill draft request is a requirement to make sure this is constitutional—that due process is required both before and after the towing. We want to continue to explore some creative options there. If we do not even know who the owner is, we are not sure how that due process is happening, but we need to come to a resolution. Ideally, we would do a one-touch straight into the garbage can. We need some time to figure that little section out.

Another issue is rendering. Assemblymember Carter was talking about the large RVs; those RVs could have human waste in them, or they could have all kinds of propane. That stuff has to be taken out of the vehicle before it can be crushed in the scrapyard. We are working on a process for whether that could be rendered on the curb. Again, the ideal solution is a one touch. We are working on that part.

The final part of the process we have yet to nail down is law enforcement comes out, they see the vehicle, they slap the tag on it that says you have five days. If this thing is not gone in five days, we are taking it to the junkyard, but we need to make sure the DMV gets the towers the junk certificate that makes the whole process legal. We are working on identifying that checklist with the four criteria, and how we get the junk certificate so we can make this whole thing efficient. That is our bill on abandoned vehicles and towing for this session.

Assemblymember Carter:
I want to reiterate this bill is one of those you do not run into very often. Industry and residents agree—municipalities, industry, and constituents all agree this is an issue, and we have had very few conflicts in coming to this resolution. My colleague, Assemblymember Goulding, has done an amazing job, but I also have to say the industry representatives sitting behind us, Danny Thompson and Paul Enos, stepped up when asked and have been intimately involved in crafting a workable solution. It is not a north or south issue. If you notice, Senator Titus has signed on to this bill. She has the same problems in her community. Same thing with Senator Taylor. The whole state has these issues we are trying to resolve.

Assemblymember Goulding:
I want to add one more thing. Assemblymember Karris asked me the other day, Who is going to pay for this? Currently, what is happening is if the vehicle is on public land, then the municipality, the county, somebody is already paying for it. That is an issue I think is down the line that we want to work on. But when I imagine a larger solution to this problem, I think about a process change to make it more streamlined and then a carrot and a stick. Those are three separate aspects of a larger solution. This is the process part on which we are working. The other two, the carrot and the stick, that may not be a legislative solution. That is probably a local solution. The same people who are paying now will still have to continue paying, but hopefully, it will be less costly because there are fewer hoops. That is the big picture: process, carrot, stick.

Chair Watts:
I will just take a moment, first of all, to advise Assemblymember Goulding that there is a superstition around calling the bill simple.

Assemblymember Goulding:
This is a very complex bill, but I think we can get there. I would not want anybody to be misled into thinking it was simple.

Chair Watts:
We will make sure the record reflects that. This is certainly a very interesting towing-related bill. I think I can definitely say it is the best one I have encountered during my time in the building. I see some head nods from people who do not always agree on these issues. I really appreciate the effort to address a true issue we do see across the state. As someone who grew up in East Las Vegas, I agree. You know, East Las Vegas, part of it should be a national monument, not a dumping ground. With that, we will open it up to questions. I believe we do have one from Assemblymember Backus.

Assemblymember Backus:
My questions are going to pertain to section 6. Well done on your very thorough presentation. Going into section 6, this is regarding the tow truck operator who is using the spoofing device, or whatever it may be. I have a two-part question. One, I take it, the enforcement agency is the Department of Motor Vehicles since this falls under *Nevada Revised Statutes* Chapter 706. I do not really know or understand how the enforcement is going to happen, and then the lists are maintained by various law enforcement. I assume that is local law enforcement, Nevada Highway Patrol. I am trying to fully understand what this is all going to look like for enforcement.

Assemblymember Goulding:
Excellent questions. I have to say I will get back to you on that.

Chair Watts:
Good question. I was also wondering how exactly these folks would get caught. If anyone has the ability to speak to that at some point, it would be great.

Assemblymember Gurr:
I like the bill. I really do. My district probably has more dump cars in it than any district in the United States. My question is, you stated the local municipalities, cities, and counties pay to have these towed. Are you sure of that—positive—every county and every municipality in the state will do that? That is my first question, and I will have a follow-up.

Assemblymember Goulding:
No, I do not know. There are people here who can probably help with that, and to be completely transparent, I did not deal with the issue of who is paying at all. To the Chair's point, it is actually an extremely complicated situation because there are so many variables. It is an elegant solution to a complex environment, which I think is what makes this bill work. But I did not address who pays. As I said, I see that as the next step. If it is on private land, the private landowner pays. If it is on public land, the only way to get it off is if some public entity pays unless you have a Good Samaritan.

Chair Watts:
I believe we have a phone-a-friend. Mr. Enos has joined the table, and as someone who is also quite familiar with Elko County, he may have some additional context to provide. Please go ahead.

Paul J. Enos, CEO, Nevada Trucking Association:
How it works today is, rarely, if ever, does a tow operator get paid for these kinds of tows. Sometimes, there is a neighborhood clean-up fund where they will do that, but that is very rare. These tend to be costs the towing company absorbs as their cost of doing business.

There are three ways tow operators make money: they make money from the tow, they make money from the storage, and they make money from the ultimate sale of the vehicle. In these scenarios, the only way that they are going to get any money is by scrapping. What does that mean? Well, I was talking to a couple of my tow operators today—an average boat trailer, a small trailer—$88 in scrap. Scrap for a motor home chassis is $158. That is the average. They are absorbing this cost as doing business. We do not love that.

We would like a better way to do it, but we do agree with Assemblymember Goulding that it is not contemplated in this bill. What this bill does is—and I am in support of the bill, by the way—it streamlines the process. Today, our tow operators go out and tow on average for about $800 for some of these big motor homes. That is the cost of the tow, and then they have to store it, and they have to store it for 15 days. Let us say you charge $80 a day. They are now looking at about a $2,000 cost for this they are never going to get. Well, they are going to get $158 for the scrap.

What this bill contemplates doing is making it an easier thing for the tow operators to do by not having to store it. They get to touch it once. It does not need to sit in their yard and take up space where they cannot store other vehicles for which they will be paid. We do think that the process in this bill makes it better. Does it fix it entirely for us? No. Does it put us in a better position than we are today? Absolutely. At the same time, we are helping these communities clean up blight nobody likes to see. Chair, I do not know if you want me to continue on other pieces of support on the bill.

Chair Watts:
I think you can pause there. You can come back and make your official statement. Assemblymember Gurr, do you have any additional comments?

Assemblymember Gurr:
I like the explanation. I like the bill. I like what it does. It gives it the opportunity to go out and look. But I think it needs some more work. Obviously, it needs to have conversations with the rural counties and rural entities and whether we do anything there or not. Plus, if you start pulling those things out, you are going to get rid of a bunch of targets for us.

Assemblymember Goulding:
I think part two of this bill addresses a portion of part one: the importance of making sure bad actors are not getting an advantage. We are trying to address that in part two because the good actors in part one are doing good, important work, and they are not making money. We need to make sure the good actors are not getting cheated out of opportunities to make money on the second part; on jobs that they otherwise should be earning on.

Assemblymember Karris:
You led right into my question. Why are you caring about the bad actors and the spoofing if they are gaining—the good tow truck operators are gaining $50 to maybe $200 tops. Why do you care if someone who is farther away from a site picks that vehicle up first? I do not get it.

Assemblymember Goulding:
They are cheating a system that is fair and to which everybody agrees. I would care because it is a dishonest approach to being able to fairly earn the money, earn the business.

Assemblymember Carter:
What we are trying to do is stop—as in mining terms—the high-grading of operators focusing on getting the high-dollar tows and avoiding ones that are more community service. It is not trying to help them get more of the community service. It is to stop them from cherry-picking the ones where they are going to make a lot of money.

Assemblymember Karris:
Thank you for that because I thought you were talking about racing to get the junk vehicles.

Assemblymember Gallant:
Have you ever heard of the saying, One man's junk is another man's treasure? I am curious what is going to be the criteria? I am reading through the bill, and it just says, appears to be junk, appears not to be roadworthy. Is there any clarity on what is going to be the criteria? Just from personal experience, I get HOAs [homeowners associations] constantly calling me, saying, there is an abandoned vehicle or an inoperable vehicle in the driveway of my tenants. I am like, the car works, I am sorry; it is really old, or it is missing a bumper or something. I am wondering how we are going to deal with people's preconceived notions versus something a little more fair and balanced.

Assemblymember Goulding:
Excellent question. These four criteria: one is, it is not roadworthy. That does not mean it is not roadworthy right now, we just need to fix a flat tire or something. It is not roadworthy. The windshield is missing; it has been shot out. It is not roadworthy. It is not registered. Your point is I could have a $100 vehicle I drive to work every day, and we do not want to pick that up. It is not roadworthy. It is not registered. It has been abandoned. It is worth less than $500. That combination. We have worked together to come up with a list of criteria that seems to cover the bases so we are not accidentally picking up a vehicle we should not be picking up.

Assemblymember Gallant:
I appreciate that because there have been plenty of times where I have tried to get cars towed from my property, and it takes an act of God. But I think this is more of a holistic point of view; our registration is pretty extensive. The penalties if you miss registration, are pretty high. People get into this quicksand. Then we have our insurance tripling—actually, I think

the highest in the country is something I read recently—and people just cannot afford insurance, then they cannot get their car registered. That is something we could look at and talk about offline; about making sure we do not suck in those other folks who are drowning with their current situation between insurance and registration.

Chair Watts:
Thank you for that comment, Assemblymember. We do have some legislation along those lines. The Committee heard a relevant bill. Perhaps the bill sponsors can follow up with some additional images of the vehicles; maybe go on a tour and see if any of them qualify as treasure to our good colleague here.

Assemblymember Goulding:
I appreciate your comment. One of the things we really tried to avoid was authorizing the taking of a vehicle somebody valued and needed. I particularly appreciate the concern about folks who are in economic crisis and are falling behind. That is why you have to meet all four of these criteria.

Assemblymember Dickman:
I want to thank you both for bringing this bill and for your great presentation, and especially for allowing me to be a cosponsor because a large part of the district that Assemblymember Goulding represents used to be mine, and I would hear this all the time. You came up with a solution. Thank you two.

Chair Watts:
Members, are there any additional questions? [There were none.] We will now move to testimony. We will begin with testimony in support of Assembly Bill 415. We have more people than seats. We will get the first three, and as you finish your remarks, please step back so we can make room for another speaker to come up. Let us just keep those seats filled as we go. Whoever would like to go first, please proceed when you are ready.

Danny Thompson, Co-Owner, SNAP Towing:
I am testifying today as the co-owner of SNAP Tow in Henderson. Our problem was stated. You know, we get a lot of these motor homes that are abandoned, and we gladly take them. Most of them do not have wheels. We have to clean them out. Literally, they will come full of garbage. We have to make sure there is nothing in there that is a problem. Then we have a large excavator where we literally smash it down. We then take the fiberglass and put it in the dumpsters that we have to pay for. Then what is left after all the environmental stuff, the propane and all that stuff is gone, you have about $100 worth of it, depending on the size. The actual cost to us is probably $1,000. It really is a problem. That is not the problem. For us, the problem is we can have to keep these things for 90 days. It is obvious junk. It is obvious no one will ever show up and get it. We do not even know who owns them half the time. And you know, this is something that is long overdue. Our yard in Henderson right now today is about half full of these things and waiting for the lien sale. This really is an important bill to a lot of people. We urge you to support.

Chair Watts:
Thank you for your comments and for the context. Mr. Enos, welcome back.

Paul J. Enos:
We are in support of A.B. 415. We think this is a good bill in terms of trying to streamline the process—limit that economic burden on the tow operator so they do not have to store it. I do want to talk about section 6 and something we approached Assemblymember Goulding about. You know, we have about three dozen or so tow operators as members of the Nevada Trucking Association. There are always a number of questions about wreck chasing and how these crashes that folks do get paid for, they do get paid for these tows, how that is handled with the rotation list, and there is some controversy on some of that, you know, people chasing wrecks.

One of the things I was made aware of was people using this software to show they are closer to the vehicle than they actually are. While a lot of tow operators might not like the new way we dispatch tow trucks to these crashes, crashes are being cleared faster. That is a benefit to my truckers on the road, to all of us on the road, to get these accidents cleared faster. But when you have someone who is putting their location falsely so they can be close to that wreck and be the first one dispatched, that is absolutely something that needs to stop. We need to prohibit that in statute, and *Nevada Revised Statutes* Chapter 706 does cover a litany of different agencies, from the DMV [Department of Motor Vehicles] to the Nevada Transportation Authority, as well as the Nevada Highway Patrol that manages these lists. To be able to kick them off the rotation list, I think is an elegant and proper solution to these bad actors.

My hope is we do not catch anybody on this because people are now going to understand this is something you cannot do. It is a pretty severe consequence if this is how you are making money. To have that taken away from you, I think, should be enough of a prohibition where we do not catch people at this. Now we can catch people. We do know folks who are wreck chasing and show up to a scene before their dispatch. You know, we do know some of that stuff. On the other hand, you are going to know if somebody says they are there, and it takes them 20 minutes to get there because they are in their yard and not at the accident. I do think there are some real-world ways to be able to address this problem. Once again, I would just like to thank Assemblymembers Carter and Goulding for bringing this forward and all the cosponsors on this bill as well. We do think this is a step in the right direction.

Tom Morley, Private Citizen, Las Vegas, Nevada:
Representing just myself, a regular ole guy. I have had property over in the North Las Vegas area as well as the east side, as the Chair acknowledged earlier, and I support this bill. There are eyesores out there. As you get toward Sunrise Mountain, Black Mountain, Apex, anywhere it seems there is vacant desert, it seems these vehicles are popping up more and more often. The entrance to Lake Mead is, as you addressed when you go down Lake Mead from Nellis on, they are already dumped there, and they are eyesores.

Lucas M. Foletta, representing Nevada State Tow Association:
I echo Mr. Enos' comments. I also want to address two of the questions raised by members. One, with respect to the "another man's treasure" argument, industry members are very sensitive to that. I think it is worth noting the DMV has been appraising vehicles as junk and issuing junk certificates for a long time. They do have a standard they use to issue these junk certificates. This bill changes the process associated with what happens to the vehicle and what options you have after the junk certificate issues. I do not think there would be a problem in getting you some information, Assemblymember Gallant, about how DMV appraises those vehicles under the dollar amount.

I would also note it is important to remember that under the bill, the vehicle is tagged for five days before anything can be done with it. It is important to remember, too, that these are vehicles in connection with which the owners are really not ascertainable, either because there is no DMV record or they are just not in the physical vicinity. I appreciate the opportunity to continue to work on the 48 hours, but I do think the 5-day notice is significant under the bill.

Finally, with respect to the spoofing, just context there: the Nevada Highway Patrol is one of the agencies that uses a third-party vendor to dispatch people to calls. There used to be a simple rotation system. Now, this vendor uses the closest-to-the-scene system. That is all fine. The question of enforcement is a good one, but those services are pursuant to a contract NHP [Nevada Highway Patrol] has with this particular vendor. I believe the vendor works with other local governments, too. I am not familiar with those contracts. In my view, what would happen here is, as parties to that contract, both parties would have an obligation to effectuate the contract, including ensuring the service provider is not dispatching people who are not closest to the call. I will also tell you there is regular data reported to the Highway Patrol about who is getting calls, and if you look at it on a monthly basis, it is very obvious something is happening. We went from a very even distribution of different companies getting calls to a very lopsided distribution of individual companies getting the majority of the calls.

Vinson Guthreau, Executive Director, Nevada Association of Counties:
We are the statewide organization that represents all 17 of Nevada's counties. I want to thank the sponsors for bringing this forward. This is an issue in urban and rural areas. I especially want to thank Assemblymember Goulding. She engaged the Nevada Association of Counties (NACO probably about five months ago on this issue and was able to get a ton of stakeholders together, as you can see here. We believe at NACO, this will allow local governments a streamlined and effective way to respond to resident complaints and, frankly, to address blight and code enforcement in their local communities. Again, we appreciate them bringing this forward and look forward to supporting the measure.

Darcy Phillips, Executive Director, Keep Truckee Meadows Beautiful:
For 35 years, we are a nonprofit that has been removing trash and waste from Washoe County. When I started, my goal was to do something big and systemic about illegal dumping. I quickly realized how difficult that is and the challenges. The biggest one is these vehicles, and the longer a vehicle sits, the more destructive it becomes to the environment because it becomes more of a hazmat situation.

I have a vehicle, for example, in Sun Valley, I have been watching for two years now. It is very close to the road, so it is quite visible. We have watched it go from an intact vehicle to basically a shell. We continue to clean up around this vehicle, but because the vehicle still sits there, and as we like to say, trash begets trash, we continue to clean up around it; mattresses, furniture, a musical organ—and I am using the word musical so you do not get confused about what kind of organ I am talking about. We have seen it all. Nothing surprises me. We will continue to clean this up, but this vehicle cannot be moved yet. Getting some of these things taken care of—we know this bill will not solve all the problems, but it is a very good start. We are grateful in this time of crazy things going on and all the stuff that needs to be worked on, that somebody is taking this up.

Olivia Tanager, Director, Toiyabe Chapter, Sierra Club:
We really appreciate the bill sponsor bringing this forward, and I appreciated conversations with the Assemblymember about this. For all the reasons the previous commenter stated, we also support this measure. We recognize abandoned vehicles are a blight on the community, are a blight on the environment, and certainly have negative impacts on our environment. We fully support speeding up the process for getting them out of there and keeping our clean places clean. With that, I will ditto the rest of the commenters before me.

Joanna Jacob, Manager, Government Affairs, Department of Administrative Services, Clark County, Nevada:
I am here in support with just a little bit of how do we get here. Over the summer, when I was working with our Board of County Commissioners on our legislative package, this issue was bubbling up. We are pursuing a number of bills to address some of these community issues that have been the subject of constituent complaints, and it is impacting multiple commission districts. We were, at that time, very fortunate to partner with Assemblymember Carter and then we fortunately found out Assemblymember Goulding was also working on this issue. This is truly a statewide issue, and I echo the comments from the Chair that it is sometimes very difficult to find a bill that can address an issue statewide, but I do believe this is a very good bill, which is trying to address that.

Abandoned large vehicles in our community is already a violation of the *Clark County Code* to park an abandoned vehicle in our rights-of-way. The issue is how do we actually get the vehicle removed? That has been the barrier. We started to work with the tow companies and the Nevada Trucking Association on that issue, specifically, the parking in the rights-of-way. Chair Watts, you said something about a photo tour. I would be happy to show anybody who wants to come down and tour our neighborhoods and see what this looks like in Clark County. We have vehicles lining our streets and our blocks. Mr. Morley talked about that in

his testimony. It becomes a safety issue for us and also an issue for the neighborhoods in that it obstructs the right-of-way and access in case of emergency and our emergency response, that we would not be able to deliver services to those homes. That is a concern.

I think this has been an amazing job on behalf of the leadership of Assemblymember Carter and Assemblymember Goulding to put this together. We will, of course, continue to work on this, and Assemblymember Gurr, just to let you know what we are doing today, we do partner with some of the contractors you heard today on abatements—abatement contractors for our private properties. It is an issue, though, on how we can partner with tow companies. They do partner with Clark County, and we wanted to address, in times where they cannot partner with us because of the space issues detailed by Mr. Thompson, Department of Public Works, Clark County has had to dismember, I guess. We had to take apart the vehicle in the street. It is an issue for us as well. Thank you for all your time and everybody's support who has signed on to this bill, and of course, we will continue to work on it.

Adrian Hunt, Police Detective, Office of Intergovernmental Services, Las Vegas Metropolitan Police Department:
We are in support of A.B. 415. This bill will be very impactful for our agency regarding towing. We want to thank the bill sponsors for bringing this forward.

Jason Walker, Lieutenant, Legislative Liaison, Washoe County Sheriff's Office:
The Washoe County Sheriff's Office supports Assembly Bill 415 and continuing with the thank-yous regarding Assemblymembers Goulding and Carter for bringing this bill forward. This bill identifies these vehicles as junk quicker by the stakeholders involved, which allows us to move and process them in a timely manner as opposed to allowing them to clog up our tow yards, neighborhoods, and public lands. It is my experience that if you leave these junk vehicles there too long, they start to multiply. Happy to continue to participate in the conversations to see this bill through.

Phil Wooley, President and Founder, Desert Pigs:
We are a nonprofit organization of volunteers who go out and clean up the desert all over Nevada, and we have been doing it since 2018. We are the boots on the ground out there actually hauling this trash out of there, much like KTMB [Keep Truckee Meadows Beautiful]. We are a smaller organization, but we cover a different area. I would love to invite everybody in this room to come tour with us on Saturday in Mound House, where we are going to be cleaning up. Mound House is just one of many towns where there are just hundreds of dump vehicles out there. There is not a single trail out there that does not have them. I can tell you that within five days of being out there, those things are full of holes, smashed up. The catalytic converters have been ripped out. They are flipped upside down, and many times, they are surrounded by used drug needles. As was mentioned before, it does attract more trash. It attracts more vehicles, and it attracts the kind of people who go out and use those needles. We are in full support of this bill and would also love to offer any support we can lend in getting these things off the trail. We can drag them as far as you want.

Chair Watts:
Thank you very much for your comments, and thank you very much for all the work you do. Please go ahead.

Don Hawkins, representing Desert Pigs, Fernley Chapter:
Like they have said, trash accumulates trash. Out in our desert—everybody is talking about city streets—in our desert, there are dozens of cars. They last a week. We have hauled cars, or we have seen cars out there when we are hauling trash out that is beyond recognition. We take bets to figure out what the vehicle was before it got shot up and burned up. Other people drag them around. People turn them into toys. You will start seeing cars where they drag them four, or five or six cars in one spot—turns into a bonfire area. Yes, being able to get them moved out of the desert and get them hauled off to scrap would definitely keep our public lands clean and keep our trails open for people for recreational uses.

Matthew Morris, representing Sun Valley General Improvement District:
You have heard some supporting testimony already about the abandoned vehicles issue in Sun Valley, and we want to applaud Assemblymembers Goulding and Carter for bringing stakeholders together to come up with a solution. We think A.B. 415 will do a lot for Sun Valley and help to address this issue in our community.

Susan Zinser, Owner, D&S Tow, Inc.:
I own D&S Tow here in Sparks as well as in Carson City. Some would wonder why I would support this, but I do. Not so much because it finds revenue to pay me to do such a thing because I have to do them anyway. What it does is speed up the process. I do not have to keep them in my yard forever. I can take them away with the exception of maybe the RVs because the RVs require rendering. They require trash. They are not as easy to go to a scrap yard. You have to cut them up and pretty much throw them away and then you get to get rid of the metal frame. That is what you get money for, but you have to get to the frame first.

As far as community involvement, we do all of that. I encourage that. That is what we do. We have the ability to do that. But at the end of the day, there comes a point we cannot just do this all day long either. I budget myself on how much pro bono work I can do, so when it gets to that point, something else needs to happen. The spoofing part is a massive correction in the industry that needs to happen. It is enticing to wreck crashings; someone is going to get hurt, and that needs to stop without even thinking about it. That is what I have to say.

Chair Watts:
Is there anyone else wishing to provide testimony in support? Seeing nobody coming forward in Carson City or in Las Vegas, would anyone like to provide testimony in support of A.B. 415 by phone?

Al Rojas, Private Citizen, Las Vegas, Nevada:
I live in Assembly District 12. I have been listening to your bill, and I was doing some research on it. You appear to be wanting to get some solutions for funding. There happens to be a county called Nevada in California that charges a $1 DMV fee to handle the problems of

towing these cars. I encourage all the people who supported this bill, including the legislators, to look into that. I am part of a neighborhood watch group here in Assembly District 12. I just requested about three cars to get towed this morning on Shas. And, you know, generally speaking, you do not want to let these things pile up, but once they go and then they abandon them, they are a problem. I am totally in support of this bill. Let us look into what Nevada County, California, is doing with the $1 DMV fee and that, maybe, every county should charge a $1 DMV fee to appropriately address this issue because it is going to cost money.

Chair Watts:
Thank you very much, Mr. Rojas. Surprised to hear you support new fees, but we will make sure that is included on the record.

Dora Martinez, Private Citizen, Reno, Nevada:
I support this bill because I walk a lot with my service dog, and some cars are covering the bike trail so the bicyclists go on the sidewalk. I wholeheartedly support this bill, and I thank Assemblymember Goulding for bringing it to your attention.

[Exhibit F and Exhibit G were submitted but not discussed and will become part of the record.]

Chair Watts:
Next caller, please. [There was no one.]. We will move to testimony in opposition to Assembly Bill 415. Is there anyone wishing to provide testimony in opposition in Carson City, Las Vegas, or on the phone? [There was no one.] Finally, we will move to testimony in neutral on Assembly Bill 415. Mr. Sever, welcome back. Please proceed for neutral.

Sean Sever, Deputy Administrator, Division of Research and Project Management, Department of Motor Vehicles:
We are neutral on A.B. 415. Sorry Chair, we submitted another zero-impact fiscal note. The DMV does not receive any fees from the evaluations of these junk or abandoned vehicles, and the additional language will have no impact on DMV's existing abandoned vehicle processes. I did want to point out if someone would like to check the registration status of an abandoned vehicle, they could do one of two things at the DMV. We have an online vehicle registration verification. It is on our website. That will tell you whether the registration is active or not. Or you can fill out a form. It is the IR-002 form on our website someone can send to us with $5 to get the last-known registered owner's address or the last lien holder's contact information. We can follow up with an email on the question about how the DMV values junk vehicles.

Chair Watts:
That would be great. As far as the fiscal notes go, I am starting to take it personally, but that is okay. Seeing nobody else coming up in person, does anyone wish to provide neutral testimony by phone? [There was no one.]. Would the presenters like to make any closing remarks?

Assemblymember Goulding:
I want to thank all the stakeholders. We have had a lot of meetings, and people have been very willing to brainstorm on this. Thank you, Committee. Thank you, Chair. Thank you to all the stakeholders. I hope we are on a path to cleaning up our environment.

[Exhibit H and Exhibit I were submitted but not discussed and will become part of the record.]

Chair Watts:
Please keep us posted as those conversations continue to move forward. But I think there is a great deal of excitement about this policy. With that, we will close the hearing on Assembly Bill 415. We will move to the last item on our agenda, which is public comment. Would anyone like to provide public comment here in Carson City? [There was no one]. Seeing no one in Las Vegas, would anyone like to provide public comment by phone?

Al Rojas, Private Citizen, Las Vegas, Nevada:
I want to report to the Committee the success we are having with our neighborhood watch program, Safe Communities Network. We are a network with HOAs [homeowners associations] and all the businesses in our area over on Lake Mead and Hollywood Boulevard. I just want to say that hopefully, we promote them. We are doing really well with homeless people, and this is the way we are doing it. Before we tear down their camps, we send somebody down there to talk to them, figure out what the problem is, and an organization called HELP [HELP of Southern Nevada] puts them on the map and their diagnosis. We are building a map of all the homeless people on the east side over in Senate District 21, which is what we are focusing on, which is composed of Assembly District 12 and Assembly District 14. However, they are not open on Fridays, and I am not sure why they are also contracted by the county.

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I am asking that, possibly, we do a little bit more funding. I lived in a beach area for 38 years, and beaches are hard to protect. We got contraband coming in. We got drugs on the street. We got homeless, but we have been managing the homeless problem for over half a century, and these things are manageable. We know how to do it. Go watch how Huntington Beach is doing it, how Newport is doing it. When you compare them to other beach cities, cities like Venice Beach, you will see the success. Forget about San Antonio and how they are doing it. Go look at how beach cities handle it down in Orange County, and you will have the answer. That is what I am bringing to Clark County.

Chair Watts:
We will definitely take a look at California. Next caller, please. [There was no one.] Thank you, again, to everyone who came to the meeting today and provided testimony on the matters we are hearing today. Thank you to the members for your time and attention.

Our next meeting will be on Thursday, March 20, 2025, at 1:30 p.m., and we will hear additional bills. I think we have our first work session. Members, please keep an eye on your email for that. With that, this meeting is adjourned. [at 2:42 p.m.].

RESPECTFULLY SUBMITTED:

_____
Jeff Kirst
Committee Secretary

APPROVED BY:

_____
Assemblymember Howard Watts, Chair

DATE: _____

EXHIBITS

Bill	Exhibit	Witness / Agency	Description
	A		Agenda
	B		Attendance Roster
A.B. 409	C	Assemblymember Gregory T. Hafen, Assembly District No. 36	Photograph of the United States Space Force license plate
A.B. 409	D	Assemblymember Gregory T. Hafen, Assembly District No. 36	Proposed conceptual amendment
A.B. 415	E	Assemblymember Heather Goulding, Assembly District No. 27; and Assemblymember Max E. Carter, Assembly District No. 12	PowerPoint presentation AB 415 Revises provisions governing the towing of motor vehicles
A.B. 415	F	Susan Severt, Chair, Sun Valley General Improvement District Board of Trustees	Letter in support
A.B. 415	G	Cadence Matijevich, Government Affairs Liaison, Office of the County Manager, Washoe County	Letter in support
A.B. 415	H	Assemblymember Heather Goulding, Assembly District No. 27; and Assemblymember Max E. Carter, Assembly District No. 12	Conceptual amendment
A.B. 415	I	Assemblymember Heather Goulding, Assembly District No. 27; and Assemblymember Max E. Carter, Assembly District No. 12	Copy of amended bill language