

**MINUTES OF THE  
SENATE COMMITTEE ON TRANSPORTATION**

**Seventy-Seventh Session  
April 3, 2013**

The Senate Committee on Transportation was called to order by Chair Mark A. Manendo at 8:05 a.m. on Wednesday, April 3, 2013, in Room 2135 of the Legislative Building, Carson City, Nevada. The meeting was videoconferenced to Room 4412 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 Mark A. Manendo, Chair  
Senator Kelvin Atkinson, Vice Chair  
Senator Pat Spearman  
Senator Joseph P. Hardy  
Senator Donald G. Gustavson

**GUEST LEGISLATORS PRESENT:**

Senator Barbara K. Cegavske, Senatorial District No. 8  
Senator Moises (Mo) Denis, Senatorial District No. 2  
Senator Ruben J. Kihuen, Senatorial District No. 10  
Senator Michael Roberson, Senatorial District No. 20  
Assemblywoman Olivia Diaz, Assembly District No. 11  
Assemblywoman Lucy Flores, Assembly District No. 28  
Assemblywoman Irene Bustamante Adams, Assembly District No. 42

**STAFF MEMBERS PRESENT:**

Jered McDonald, Policy Analyst  
Darcy Johnson, Counsel  
Jennie F. Bear, Committee Secretary

**OTHERS PRESENT:**

D. Neal Tomlinson, Frias Transportation Management  
Marc C. Gordon, Yellow Checker Star Transportation

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David Goldwater, Desert Cab  
Michael Sullivan, Whittlesea Bell Transportation  
P. Michael Murphy, Office of the Coroner/Medical Examiner, Clark County  
Curtis S. Bramble, Utah State Senator  
Luz Robles, Utah State Senator  
Troy L. Dillard, Interim Director, Department of Motor Vehicles  
Esperanza Montelongo, Aztec Insurance  
Rosemary Flores  
Jesus Marquez  
Danny Thompson, Nevada State AFL-CIO  
Janet Revere  
Alonso Flores  
Daniel Ramos  
Mayra Ocampo, Service Employees International Union Nevada 1107  
Vanessa Spinazola, ACLU of Nevada  
Stacey Shinn, Progressive Leadership Alliance of Nevada; Nevada Immigrant  
Coalition  
Leonard Cardinale, North Las Vegas Police Supervisors Association, Inc.; We  
Are Nevada, Inc.  
Jose Mendoza  
Raphael Lopez, DREAM Big Vegas  
Alan Aleman, DREAM Big Vegas  
Yvanna Cancela, Culinary Workers Union Local 226  
Vicenta Montoya, Latino Leadership Council; Latino Democratic Caucus; Women  
United for Justice  
Elvira Diaz, Immigration Reform for Nevada  
Marvin Otzoy, National Coalition of Guatemalan Immigrants; Guatemalan  
Fraternity of Northern Nevada  
Robert L. Compan, Farmers Insurance Group  
Adriana Toscano  
Ivon Meneses  
Reynaldo Robledo  
Fernando Romero, Field Coordinator, National Council of La Raza  
Tomas Macias, Mothers United for Justice, through Fernando Romero,  
translator  
Jose Macias, DREAM Big Vegas  
Juan Oliva  
Julie C. Correa  
Astrid Silva, DREAM Big Vegas

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Adriana Aleman, through Astrid Silva, translator  
Gerson Herrera, through Astrid Silva, translator  
Miriam Hickerson  
Maria Guadalupe Arreola, through Astrid Silva, translator  
Barbara Silva, through Astrid Silva, translator

**Chair Manendo:**

I will open the hearing on Senate Bill (S.B.) 262.

**SENATE BILL 262**: Makes various changes relating to vehicles used for advertising. (BDR 43-887)

**Senator Barbara K. Cegavske (Senatorial District No. 8):**

I support S.B. 262 and will read my prepared testimony ([Exhibit C](#)).

**D. Neal Tomlinson (Frias Transportation Management):**

Frias Transportation Management (Frias) supports S.B. 262. My company operates many vehicles in Las Vegas where there are numerous distractions for drivers. We want this type of advertising to be done safely. The bill does not restrict dynamic display billboards as long as there is a management system in place. This bill makes sense.

**Senator Gustavson:**

I have seen large screens on the back of trucks and cabs in Las Vegas. Do you mean this type of display?

**Mr. Tomlinson:**

Yes. For example, the Frias cabs have a triangular advertisement mounted on the roof of the cabs. These are called "taxi tops." The advertisement is displayed on three sides. Some vendors providing this equipment have developed dynamic displays. Before we place these on our vehicles, we wanted to make sure they were approved and safe. This was the genesis of this bill. We do not want to distract drivers.

**Senator Gustavson:**

I have not seen taxi tops yet, but I have seen A-frame dynamic displays on flatbed trucks. Will this bill cover these displays?

**Mr. Tomlinson:**

I do not know. I am only speaking about the taxi tops. These are available but have not been installed yet.

**Senator Gustavson:**

I do not see taxicabs mentioned in S.B. 262. It refers to "any motor vehicle." I want to make sure the A-frame displays are covered.

**Mr. Tomlinson:**

Yes, they are.

**Senator Spearman:**

In many cars today, a GPS stops the car if it is moving two miles or more per hour. Is this the type of technology to ensure displays do not change while vehicles are in motion?

**Mr. Tomlinson:**

Yes. A system exists to detect if the vehicle is moving and control the advertising. This is why the bill says the advertising can change when the vehicle is not moving or when it is in a safe location.

**Chair Manendo:**

Do you have a demonstration?

**Mr. Tomlinson:**

No.

**Senator Gustavson:**

Will the display change if a vehicle is stopped in traffic?

**Mr. Tomlinson:**

Yes. If the vehicle is not moving, the display can change. That is how the bill is written.

**Chair Manendo:**

For example, while cabs are lined up at the airport waiting for people, the displays would be changing until the cabs moved.

**Marc C. Gordon (Yellow Checker Star Transportation):**

Yellow Checker Star Transportation in Las Vegas supports S.B. 262. We operate approximately 26 percent of the authorized taxicabs in Clark County. The bill provides a balance between safety and commerce.

**David Goldwater (Desert Cab):**

Desert Cab supports S.B. 262.

**Michael Sullivan (Whittlesea Bell Transportation):**

Whittlesea Bell Transportation supports S.B. 262.

**P. Michael Murphy (Office of the Coroner/Medical Examiner, Clark County):**

Clark County is opposed to S.B. 262 since we have an amendment ([Exhibit D](#)) to offer. We do not intend to prevent advertising on taxicabs or other vehicles. Clark County Code 14.10.010, paragraph (c) states, "No vehicle shall display or exhibit any signage that contains moving or flashing lights or animation of any kind." Our proposed amendment states that this county ordinance will not be superseded by S.B. 262. I have spoken with the creators of the bill. We discussed the meaning of the word "travel." The definition we found clarifies that a vehicle is not traveling when it is stopped. Our amendment wants to keep our ordinance in place so we can address the types of signage Senator Gustavson has mentioned. The bill does not violate our ordinance. Perhaps the Legislative Counsel Bureau may need to offer guidance on this matter.

**Senator Hardy:**

I do not believe we have a definition of "dynamic display," but legislative intent will bring one forth. Subsection 2, paragraph (b) allows flashing lights for purposes of law enforcement or emergency response. The intent is not to distract drivers and is to be consistent with Clark County's ordinance. Perhaps the language needs to be revised slightly.

**Mr. Murphy:**

That is one of the issues. We want flashing lights to be restricted to emergency vehicles and the like. The creators of the bill told me emergency lights are not dynamic signs, which only change when the vehicle is stopped. We do not want to prevent what the bill proposes, but we want to continue enforcing our county rules.

**Mr. Tomlinson:**

We have reviewed the Clark County amendment and do not think it is necessary. There is no conflict with the county's ordinance. The bill and the Clark County ordinance are consistent. Mr. Murphy agreed with us when we discussed the matter.

**Senator Hardy:**

I agree with Mr. Tomlinson that the bill's definition of "dynamic display" does not interfere with the Clark County ordinance. The bill language does not need to be revised.

**Chair Manendo:**

I will close the hearing on S.B. 262 and bring the bill back to the Committee for further discussion. I now open the hearing on S.B. 432.

**SENATE BILL 432:** Revises provisions governing the regulation of taxicabs.  
(BDR 58-1073)

**Mr. Tomlinson:**

Frias supports S.B. 432. The bill is part of an ongoing tribute to Tesfaye Arze, a taxicab driver who was murdered in Las Vegas on March 4, 2011. Two women robbed and killed him. This bill requires that a sign be placed in each taxicab reminding passengers that there are penalties for assault and battery against taxicab drivers. It will be a way to keep the drivers safe. The bill makes sense.

**Senator Atkinson:**

How will this deter crime against drivers? I support the bill, but I wonder if a sign will stop someone from hurting a taxi driver. The sign cannot be very big. How much of a deterrent do you think it will be?

**Mr. Tomlinson:**

If it stops one person, we think it is worth it.

**Senator Hardy:**

Are taxis equipped with panic buttons, similar to those in banks? Could we add wording to the sign to the effect of "If you try to hurt me, I can call for help"? Is there a way to say, "Help will arrive and you will be caught"?

**Mr. Tomlinson:**

We could add language, but that would increase the sign's size. Panic buttons are installed in all taxicabs. There is no warning about them.

**Senator Hardy:**

Do we want to let people know there is a panic button?

**Mr. Tomlinson:**

That is not our intent.

**Senator Hardy:**

Do we want people to know panic buttons are in the taxicabs? This question has been discussed before.

**Chair Manendo:**

Everybody knows banks have this capacity. Cameras are in place. These measures have deterred robbers.

**Mr. Tomlinson:**

I have never seen a sign in a bank warning people about the panic buttons. I do not think this is necessary in the taxicabs.

**Senator Hardy:**

The reason I am asking this question is because if people know they might be caught, they would be deterred more often than reading a sign saying, "Don't hit me."

**Mr. Tomlinson:**

These days, most people know there are cameras in every taxicab in Clark County. This has been a huge deterrent and helpful in solving crimes, including the one that sparked the interest for this bill. People know they will be caught. This effort is an extra way to enforce the message.

**Senator Hardy:**

Do the cabs have GPS equipment installed along with the panic buttons?

**Mr. Tomlinson:**

Yes.

**Senator Hardy:**

To summarize, we will have all of the following in place: rescue personnel will know where to find the cab if the panic button is activated; a camera is filming the situation; and the offender will be caught. The proposed sign says, in essence, "Don't hurt me." Is this correct?

**Mr. Tomlinson:**

Yes.

**Senator Spearman:**

Based on my experience in security work, I do not recommend advertising the presence of panic buttons in cabs. This makes a driver more vulnerable as the offender will look for the button.

**Mr. Gordon:**

Yellow Checker Star Transportation supports S.B. 432.

**Senator Hardy:**

Has the literacy level of people who assault drivers been considered? A subset of people exists who cannot read the words on the sign.

**Mr. Tomlinson:**

I do not know. One of the people who murdered our driver, Mr. Arze, was a military veteran who served as a security officer. Someone in that position presumably could read. If the sign deters one person, it will be worthwhile.

**Chair Manendo:**

I will close the hearing on S.B. 432 and bring it back to the Committee. Now we will open the hearing on S.B. 303.

**SENATE BILL 303**: Provides for the issuance of driving privilege cards. (BDR 43-596)

**Senator Moises (Mo) Denis (Senatorial District No. 2):**

I will read my prepared testimony ([Exhibit E](#)) in support of S.B. 303.

**Chair Manendo:**

Have you had a chance to read the proposed amendments from the ACLU of Nevada?

**Senator Denis:**

I have read those amendments. We continue to work on changes to the bill's language.

**Senator Ruben J. Kihuen (Senatorial District No. 10):**

I support S.B. 303 and will read my written testimony ([Exhibit F](#)).

**Senator Hardy:**

Will fingerprints be involved in the process to distinguish people with common names such as John Smith?

**Senator Denis:**

Utah uses them. We opted not to include them in the bill under the premise that we want as many people as possible to apply for the card. Sometimes, there is a stigma associated with fingerprinting that inhibits people from applying. The main concern for law enforcement professionals is they want to know where "John Smith" lives. Since we are not using the card as a form of identification, we do not need to include a fingerprinting requirement. The identity and residence of the cardholder will have been verified in the proposed process.

**Senator Hardy:**

I ask because officials at the Department of Corrections do not issue an identification card to released inmates because they do not know who they are. They have aliases. Another concern is how the police will handle personal information when a cardholder is in an accident. Will an officer be allowed to submit the person's information in an accident report to an insurance company?

**Senator Denis:**

The intent is for the police to submit information as they do for other drivers. It is only for immigration purposes that the cardholder's information is not to be shared. We expect the information will be given to the appropriate authorities, such as child welfare workers, when needed.

**Senator Hardy:**

Is there a way to notify next of kin in another country without involving the immigration authorities?

**Senator Denis:**

Yes.

**Senator Hardy:**

You only mentioned Mexico when discussing the consulates, but we have people here from other countries. Will this part of the bill be amended?

**Senator Denis:**

The bill actually states on page 8, lines 19-22 "... A consular identification card issued by the Government of Mexico or a document issued by another government that the Department determines is substantially similar ... ." This is how the Department of Motor Vehicles (DMV) will document people from countries other than Mexico.

**Senator Kihuen:**

The largest immigrant population in Nevada is of Mexican descent. A significant portion is undocumented but have consular identification cards from the Mexican Consulate. Because of this, we specifically mentioned Mexico in the bill. Documentation from other nations is included, however, as Senator Denis has stated.

**Senator Hardy:**

Is the intent to charge the same amount for the card as for a driver's license?

**Senator Denis:**

Yes. The driver's license fee is \$22. The fee for the driving privilege card also will be \$22 and will be paid annually instead of every 4 years.

**Senator Hardy:**

Utah's traffic accident rate has decreased and revenue has increased. Has this occurred in other states with driving privilege cards?

**Senator Denis:**

We have seen similar data from other states including New Mexico and Washington. Other states with this provision are Illinois, Vermont and Tennessee.

**Senator Kihuen:**

I have statistics from other states for you. In every state providing driving privilege cards, accidents and premium rates for all insured drivers have decreased.

**Senator Hardy:**

The decrease in accidents also decreases the number of fatalities.

**Senator Kihuen:**

Correct.

**Senator Hardy:**

Years ago, there was reciprocity between states when someone had a driver's license from one state and moved to another state. That no longer is the case. Will there be reciprocity for people who have obtained a driver's license in another state and now want to obtain a driving privilege card in Nevada?

**Senator Denis:**

Are you asking if someone with a driver's license from Oregon, for example, could obtain one here?

**Senator Hardy:**

That is one of my questions.

**Senator Denis:**

If a person had a driver's license in another state but came here and applied for a driving privilege card, he or she would need to provide the required information in Nevada for the card.

**Senator Hardy:**

If someone obtained a driver's license in another state through information provided by a consular office, could that person obtain a driver's license in Nevada?

**Senator Denis:**

No. They could only obtain a driving privilege card.

**Senator Gustavson:**

Much of the proposed bill is similar to Utah's law. What are the differences other than the fingerprint requirement?

**Senator Denis:**

Senator Bramble from Utah will address your question shortly. The other differences relate to how Nevada law operates versus how Utah law operates.

**Assemblywoman Olivia Diaz (Assembly District No. 11):**

I support S.B. 303. It is important to people in my district and to the safety of all Nevadans on our roadways. Advancing this measure will benefit us all.

**Assemblywoman Lucy Flores (Assembly District No. 28):**

I echo all the sentiments heard this morning. My district is similar in composition to that of Assemblywoman Diaz. We share the same concerns. I would have preferred we call this bill the "Nevada Highway Safety Act" because it is about making our roads safer. A safer environment for everyone is created by requiring people to be insured and licensed.

**Assemblywoman Irene Bustamante Adams (Assembly District No. 42):**

I chair the Hispanic Legislative Caucus for Nevada. This bill is one of the major issues for the Caucus. It is about public safety. Even though some of our members may not have diverse voters within their districts, the bill is important to Nevada because it is about public safety.

**Senator Atkinson:**

I also consider this bill as a "Nevada Highway Safety Act." The issue of driving privilege cards has been raised many times. I agree with the points discussed this morning. My district is about 43 percent Hispanic.

**Assemblywoman Diaz:**

The issue is access rather than negligence. Nevada has not provided the access for people to meet all licensing and insurance requirements. This bill provides the access. The federal government is lagging in comprehensive immigration reform. There are people in my district who have lived in the United States 20 or 30 years and have not had access to something of this nature. It is important that we provide them access.

**Assemblywoman Flores:**

This measure applies to more than the Hispanic population. Many seniors in my community do not have the appropriate documentation. They will benefit from this bill by having access to drive safely and legally.

**Chair Manendo:**

I have spoken with insurance agents daily in my other job about this piece of legislation. Without a doubt, there will be an increase in demand for their

business and in our economy if this bill passes. They will be able to employ more people. I see it as a win-win situation for everyone.

**Assemblywoman Diaz:**

With more insured drivers making our streets safer, insurance rates for all consumers will be affected. The risk of an accident with an uninsured motorist will drop and will result in rates at least staying the same.

**Senator Atkinson:**

This is an important point that many people do not understand. One of the first things people let lapse when they are experiencing hard times is insurance. All insured motorists pay for those who drive without insurance. Everyone should understand this point.

**Chair Manendo:**

This bill will result in a trickle-down effect that will surprise people.

**Senator Denis:**

Senator Curtis S. Bramble is the President pro tem of the Utah State Senate and the architect of the driving privilege card that became law there in 2005. Senator Luz Robles was a community activist who initially opposed the driving privilege card. We look to Utah to see what has happened since the card was implemented.

Another matter to consider is the fiscal note. We anticipate approximately 60,000 to 62,000 people will apply for the card. Because of the fee associated with obtaining the card, the fiscal note is positive.

**Chair Manendo:**

Because of the fiscal note, this bill will require a two-thirds majority vote to pass.

**Senator Denis:**

The reason for this is the fee is annual. If the fee were assessed every 4 years, as driver's licenses are, the two-thirds majority would not apply.

**Senator Hardy:**

Is this DMV fee a revenue source or a break-even for the State?

**Senator Denis:**

The fiscal note shows a \$500,000 positive amount. However, the DMV representative can speak to it in more detail.

**Senator Hardy:**

Will this money go into the General Fund or into the DMV budget?

**Senator Denis:**

I assume it will go into the General Fund.

**Senator Hardy:**

Because the cost to manufacture the cards will only be needed in the first year, we will have 3 years of extra money.

**Senator Denis:**

Correct. There will be some expense for the yearly renewal process. The DMV will discuss this.

**Chair Manendo:**

A portion will pay administrative costs and a portion will go into the Highway Fund. The money will not be used to balance the State budget.

**Curtis S. Bramble (Utah State Senator):**

I am the President pro tem of the Utah State Senate. We recognized undocumented people would drive on Utah's roads whether or not we passed a bill for driving privilege cards. In 1999, we passed legislation allowing anyone with a Social Security card or an Individual Tax Identification Number (ITIN) to receive a regular driver's license. After implementation, there was a move from 2001 through 2004 to repeal it. Anecdotal evidence said undocumented people were using these licenses to engage in activities reserved for citizens. Representative Becky Lockhart and I demanded a legislative audit. It found validity in some of the anecdotes. We promoted the "driving privilege card" after that.

One of the differences between the Utah card and the proposed Nevada card is our card has a different appearance than the standard driver's license. This was consistent with the card's original intent. If I had to do the process over, we probably would call the card a "driving registration card" or a "driving authorization card." The reason is this law does not grant a privilege. People

driving on the roads already are availing themselves of the privilege of using the roadways.

The driving privilege card does several things. It provides a mechanism to enter people into a database so law enforcement officials will know the identities of people they pull over. The card requires applicants to be insured. It also requires them to pass a written test and a road test in English.

At the time we implemented the card, there was angst from the left and from the right. Senator Robles will discuss the angst from the left. Those from the right believed Utah would become a magnet for an influx of undocumented people. The data do not support this claim. In 2005, our state issued roughly 98,000 driver's licenses and identification cards to people who did not have Social Security numbers. Presumably, about 99% of them were undocumented. During the first year of implementation, 2006-2007, we phased out the 98,000 driver's licenses and identification cards and implemented the driving privilege card. Approximately 40,000 driving privilege cards were issued in the first year. In 2007, we issued 41,000 cards; in 2008, 43,000; in 2009, 42,000; and in 2011, 39,000 cards were issued. We expect the number of cards issued in 2012, once finalized, will be fewer than 39,000. This shows that the card does not draw more undocumented people into our state.

It was immaterial to Utah whether other states allowed reciprocity. We only wanted to register the people and require they be insured and tested. The failed federal immigration policies have put every state legislator, regardless of political party, in the position of dealing with the problem of illegal immigrants. We must consider the best policies for law enforcement and public safety to address the concerns of constituents. The driving privilege card addresses these concerns for Utah, regardless of any reciprocity.

**Luz Robles (Utah State Senator):**

I bring three perspectives on this matter—a former community advocate, a former executive branch staff member under Governor Jon Huntsman, Jr. and a state senator. Initially, when I was a community advocate, I was hesitant about the concept of the driving privilege card. Many meetings and much discussion reflecting a diversity of viewpoints occurred. In the end, we all realized this approach is a public safety measure. It safeguards all Utah residents. With its implementation, all drivers in Utah now are tested and insured. Information for all drivers is in the database. Safety is the bottom line,

regardless of the name of the card. We have seen improved relations between immigrant communities and law enforcement personnel. In the past 8 years since the card's inception, we have seen it work for documented and undocumented residents of Utah.

**Senator Bramble:**

When we implemented the card, there was a concern in the undocumented community about racial profiling. Senator Robles and other community advocates worked hard to inform the public that the measure was intended for public safety, not for profiling. This was the reason we did not include fingerprinting from the beginning. It was uncharted territory, and there was a bit of paranoia from the right and the left.

In 2010, Arizona passed Senate Bill 1070 to address its illegal immigration problem. Nationally, there was a movement for stiffer enforcement of immigration laws. In 2011, there was a movement in Utah to repeal the driving privilege card. This happened after it became known that two people with criminal records had been issued driving privilege cards. While two out of 42,000 people are not statistically significant, opponents on the right used this information to mount a repeal effort. To address this, we implemented fingerprinting and facial recognition. Facial recognition already occurs because the cardholder's photograph is on the card. In 2010, we began using facial recognition software at the administrative level. Fingerprinting began in 2011. Since then, there have been no complaints about racial profiling.

Having everyone's information in the database is important as a way of tracing DUI arrests. If convicted of a DUI felony, an undocumented person may be deported. For a U.S. citizen, it may result in incarceration. The card provided a mechanism for tracking DUI arrests.

In 2006, detractors said we had not accomplished the goal of increasing insurance coverage. We then commissioned a legislative audit of insurance coverage for all recorded drivers in Utah. About 76 percent of people holding a driving privilege card had insurance. For people holding a standard driver's license, the insurance rate was about 82 percent. We found driving privilege cardholders changed insurance companies more often than people holding a standard driver's license. Nevertheless, the audit revealed no statistical difference in the insurance rates of the two groups. The audit findings have been similar each year since 2006. While Utah has the nation's lowest

uninsured motorist rate, at about 2.8 percent, people ask how there can be about 20 percent uninsured in the audit results. The answer is not every driver owns a car. To buy auto insurance, a person must own a car.

**Senator Hardy:**

Senator Denis, will our driving test be given only in English for the driving privilege card?

**Senator Denis:**

This bill does not address that. Whatever test the DMV uses now will be used for card applicants.

**Senator Hardy:**

Senator Bramble, has the fingerprinting process led to the discovery of any other criminals holding the driving privilege card in Utah?

**Senator Bramble:**

First-time applicants and those renewing their cards must undergo a fingerprint background check. The fee for the card is the same as for a driver's license. In Utah, a driver's license is issued every 5 years. The driving privilege card is renewed yearly. The card has generated revenue. When we instituted fingerprinting and facial recognition in 2011, we increased the fees for the application and the background check. No evidence of cards being issued to people with outstanding felony warrants has been found. It was not an issue in 2011, with only two people being found in this situation, but we decided to start fingerprinting to prevent that from happening again.

**Senator Hardy:**

It appears you are proving this group of people is more law-abiding than the rest of us.

**Senator Bramble:**

We concede that undocumented people have violated the federal immigration laws. Beyond that, our experience shows card applicants are not part of the criminal element. They are the ones trying to do all they can to follow the rules. As I mentioned before, undocumented people are driving on the roads. It is difficult, if not impossible, to buy auto insurance unless one has a driving record.

**Senator Hardy:**

Is the database shared outside the motor vehicle department with insurance companies?

**Senator Bramble:**

No. We have the same restrictions on data sharing. The driving privilege card is not a driver's license. It looks different. "For driving privileges only - Not valid identification" is written in bold letters on the card. This was a concern of your DMV. Our experience in Utah supports that concern. You do not want the card used for other activities. When the police pull someone over, the information is in the database for their use. The card information is the same as it is for driver's licenses.

**Senator Hardy:**

How would you improve our bill?

**Senator Bramble:**

Many of the amendments Senator Denis has presented are what I would include. I told him if I were voting on the original version of S.B. 303, I probably would vote against it. I had some concerns. He has been amenable to revising the bill based on Utah's experience.

**Senator Robles:**

We realize some of the systems and requirements for insurance and licensing in Utah are different from Nevada. The key point is we do not consider the driving privilege card as a form of identification. It is not a driver's license. Our system has been successful in the areas of insurance coverage and public safety. The most important part of the process for the police is the ability to use the database when they have stopped a driver. Without the documentation showing the driver has been tested and insured and has provided basic information, the situation is more difficult for the officers. This is a major tool for them.

We have worked with the Utah Highway Patrol (UHP) to educate everyone about the program. We emphasize it is not the UHP's job to enforce immigration laws. Their job is to keep the roads safe. Nevada appears to be moving in this direction. This is where the effectiveness of S.B. 303 will be seen. The undocumented immigrants looking for validity as residents of Nevada while they deal with immigration matters want to have help through the process. Undocumented people in Nevada are part of the framework of Nevada. They will

apply for the card and renew each year. They are looking for opportunities and will prove to you that this measure will be successful.

**Senator Bramble:**

If I were a Nevada legislator, I would cosponsor and actively support passage of S.B. 303 with the amendments proposed by Senator Denis. Yesterday, I met with Senator Denis, Senator Robles, Troy Dillard, Governor Brian Sandoval's chief of staff and others. Senator Denis is presenting changes to the bill that were discussed then. Differences will remain between the states such as the insurance verification system. Nevada does not have the same procedures in place yet for dealing with an uninsured cardholder. In Utah, the uninsured person's registration and driving privilege card are revoked, the vehicle can be impounded and a substantial reinstatement fee is charged. Overall, the proposed amendments make this measure a more effective tool for Nevada. I would support the effort.

**Senator Spearman:**

I have researched the ways in which unlicensed drivers affect public safety. A 2008 article from the *International Journal of Injury Control and Safety Promotion*, entitled "A Study on the Influence of Licence [*sic*] Status on Kansas Child Fatalities Due to Motor Vehicle Crashes," states:

Motor vehicle crashes (MVCs) are a major factor in child deaths. Young drivers are at the highest risk of MVCs compared with all other age groups. ... about 20% of MVCs nationwide in the US involved at least one improperly licensed driver. ... an unlicensed driver is 4.9 times more likely to be involved in a fatal crash than a driver with a valid license.

Moving beyond the peripheral immigration conversation, we are discussing protecting our citizens. I want to focus on this point. By ensuring people are fit to drive and are insured, we complement all other public safety policies we have. What I have read underscores that point.

**Senator Michael Roberson (Senatorial District No. 20):**

I am cosponsoring S.B. 303. This is the right policy for Nevada. I encourage all of you to support this bill.

**Troy L. Dillard (Interim Director, Department of Motor Vehicles):**

You have heard the concerns the DMV had with the bill. They were not with the concept but with the construct of the bill. The DMV looked at differences between the Utah model and the proposed Nevada model. We drafted documents to point out our concerns to Senator Denis and the bill's cosponsors. The meetings with them and Senator Bramble and Senator Robles were helpful. We all have agreed that Senator Denis' amendments address our initial concerns and that we will continue to work on language to address the implementation strategy if the bill moves forward.

Additionally, the fiscal note is revenue-positive. People will renew their cards annually in DMV offices rather than every 4 years as is done with the standard driver's license. Like the Utah model, the process requires proof of residency each year. This must be done in person. People must bring their proof to a DMV office. We predict about 60,000 new transactions will be carried out at our offices each year, which will necessitate more employees to handle the volume. We project needing 14 new staff for the Las Vegas region and 4 for the northern Nevada region to maintain current wait times. Without these new positions, we anticipate a 24 percent increase in wait times. The fiscal note accounts for this. About \$250,000 will result after implementation of the new system, which will become part of the Highway Fund.

**Chair Manendo:**

Eighteen more people will go to work. This will have a positive impact on the State budget.

**Senator Hardy:**

Does the DMV use facial recognition software now?

**Mr. Dillard:**

Yes.

**Senator Hardy:**

Does the DMV require fingerprints now?

**Mr. Dillard:**

No.

**Senator Hardy:**

Does it still cost around \$60,000 to design and set up a new card?

**Mr. Dillard:**

A card design usually costs about \$50,000. The fiscal note does not account for a vendor change, which may occur in this case. The fee to change a card design is a one-time expense. Since the amendment is being considered this morning, we have not had a chance to consult our vendor about this matter.

**Senator Hardy:**

Is DMV still working on revised language for the bill in addition to what we are considering now?

**Mr. Dillard:**

Yes. We are working on details of other amendments, but the conceptual amendments address our initial concerns.

**Esperanza Montelongo (Aztec Insurance):**

I own Aztec Insurance. The majority of the people we insure are undocumented persons. I support S.B. 303 because it will improve public safety. In Clark County, the fine for the first offense for driving without a driver's license is \$1,200. Many people come to my office multiple times with the same charge. They are made into criminals as they enter the court system. They pay fines of \$3,000 to \$5,000. Similarly, if they have a DUI charge, the process continues in court because there is no opportunity for a driving privilege card. With such a card, a large number of court cases would be eliminated, as would the astronomical fines my clients are unable to pay. They do not want to be criminals. They are subjects of our faulty system.

If Nevada passes this bill, these folks will be released from this never-ending cycle and saved from the burden of the fines. They will have a better chance of succeeding one day in applying for citizenship without multiple misdemeanors on their records. At Aztec Insurance, I see people caught up in the system, unable to pay fines during a time of recession. As an insurance agent, I believe everyone driving on our roads needs to have insurance. This will make the roads safer for everyone.

**Rosemary Flores:**

I am an activist in the community and favor S.B. 303. The reason is I was hit by

an undocumented person. The accident left me without a car and with a huge bill. This morning, I had to spend \$30 to come to this hearing. I must rent a car until I can buy one, if I can afford it, as I have to pay to go anywhere now. This not only affects the undocumented people but also the U.S. citizens in every state. This bill is very important. While Governor Sandoval was running for that position, I asked him to support a driving privilege card. If we can provide ITIN numbers to undocumented people who pay taxes, we should be able to provide them with driving privilege cards so they can drive legally. This is a safety issue.

**Jesus Marquez:**

I am a local entrepreneur and an activist. I also favor S.B. 303. Studies show this will benefit our State. It is the right thing to do. The effort will improve road safety and boost the economy. People will feel free to drive to stores to buy goods and services. The result will be beneficial to undocumented people as well as all others living in Nevada.

**Danny Thompson (Nevada State AFL-CIO):**

For answers to some of the questions, we only need to look at ourselves. As a native of Henderson, I recall a time when there was no requirement in Nevada that drivers have insurance. Accidents back then caused everyone's rates to increase. At one point, Nevada had the highest or nearly the highest car insurance rates in the Country. The Legislature later required drivers to have insurance. I do not see the situation of this bill any different from that. This is about public safety. It will make the roads safer for all of us. Eventually, insurance rates will decrease. For the 200,000 members I represent, this is the right thing to do. There is not a pathway to citizenship in America. Many people were brought here as children. They live their whole lives without breaking the law and have families of their own here. To force them into the shadows is something our system has done. This positive step addresses a problem that affects us all. It is about fairness and is long overdue. We support S.B. 303.

**Janet Revere:**

For the past 7 years, I have owned an acting and modeling school, Buscando Estrellas. I have seen children crying because their parents have so many problems due to not having driver's licenses. This is an important issue for everyone in the family. For all the children of undocumented people in southern Nevada, I ask you to pass S.B. 303.

**Alonso Flores:**

I work at the MGM Grand Hotel and Casino in Las Vegas and lead a Latino network of hotel workers. I support S.B. 303. The Latino workers in Las Vegas and statewide comprise about 43 percent of all hotel workers. All of us have undocumented friends and family members. We will be grateful if this bill passes. This will be historic in Nevada before national immigration reform occurs.

**Daniel Ramos:**

I presented a marketing project to the City of Las Vegas about bringing more Hispanics to the city and retaining more of those who are leaving Nevada. I was about to leave the country because we need more work opportunities in Las Vegas. If this bill passes, people will have more opportunities. It will calm many families. For instance, a father with a sick child in the winter may think twice about driving to the drug store for medicine because he might be stopped by the police. This important matter will bring more benefits to the society, including peace. It will result in a better community and society. People will not be afraid to drive and will not have to carpool as much. I support S.B. 303.

**Mayra Ocampo (Service Employees International Union Nevada 1107):**

We support S.B. 303. We want to engage everyone in our community. I cannot explain how important this bill is to our community and union members. A middle ground has been found through the proposed amendments, and more need to be considered. I commend the fact that we are working together to move our entire community forward.

**Vanessa Spinazola (ACLU of Nevada):**

It was not my intention to walk through the whole amendment being proposed in the ACLU of Nevada's letter ([Exhibit G](#)).

**Chair Manendo:**

We need to hear your amendment.

**Ms. Spinazola:**

The first part of the letter describes how the REAL ID Act is not being enforced at this time. We continue to work with Senator Denis to remove this language from the bill. The second part of the letter refers to section 1, subsection 13, paragraph (a) of S.B. 303 which outlines "information relating to legal presence." We want to add the words "or any other information relating to or

describing immigration status, nationality, or citizenship” to the end of paragraph (a). Senator Denis has addressed this point. The requirement for documents to be translated into English by the applicant may violate Title VI of the Civil Rights Act of 1964. This is in the third paragraph of our letter. The next paragraph concerns ITIN numbers, but Senator Denis has amended this language in S.B. 303.

On page 2 in the second part of the letter, the REAL ID Act is mentioned again. The next part refers to section 5, subsection 6, paragraph (a) of S.B. 303 which requires the words “Not for Federal ID Purposes” to appear on the card. Page 3 of our letter discusses the expiration date. I did not understand the fiscal note earlier, but now I understand this effort will be a revenue source. We propose that the DMV study the program’s integrity on an annual basis and possibly extend the initial application for a driving privilege card to 4 years. In section 9, subsection 8 of S.B. 303, the “lawful presence” requirement is mentioned. We are not sure it is necessary in this case because the card is not to be used for lawful presence.

We are offering two new proposals. One is that a peace officer not be allowed to arrest, penalize or discriminate against someone based on this card. We understand the potential for a 6-month residency requirement was removed, but we have some additional language for section 5, subsection 3 of S.B. 303. Since in many intergenerational immigrant households only one person’s name is on a public utility bill, for example, we offer additional items to prove residency of all eligible drivers in a household.

Regarding racial profiling, Nevada may be different from Utah. In 2001, A.B. No. 500 of the 71st Session required the Attorney General to conduct a study of traffic stops in Nevada. Researchers at the University of Nevada, Las Vegas interviewed 399 police officers in the study. Twenty-two percent of them said they perceived minimal racial profiling statewide. Currently in Clark County, about 19 percent of the population is Hispanic, but about 23 percent of the drivers stopped for traffic tickets are Hispanic. The ACLU of Nevada initially wanted driver’s licenses instead of driving privilege cards. We have worked with the Hispanic Legislative Caucus. We support S.B. 303 with the amendments. We will continue to work with Senator Denis.

**Stacey Shinn (Progressive Leadership Alliance of Nevada; Nevada Immigrant Coalition):**

The Progressive Leadership Alliance of Nevada supports all the amendments proposed by the ACLU of Nevada and S.B. 303. We have worked with Senator Denis in shaping this bill, and he has included some of our recommendations.

**Leonard Cardinale (North Las Vegas Police Supervisors Association, Inc.; We Are Nevada, Inc.):**

I am a police sergeant in the City of North Las Vegas and an executive board member of We Are Nevada, Inc., a coalition of public employees and community partners. We support S.B. 303. It is beneficial because it will provide training and experience. Many people with an immigrant background do not have a driver's license, registration or insurance when our police officers stop them for minor infractions such as running a stop sign or not using a turn signal. Instead of being cited for one violation, they will have four. The fines add up when you consider the fines for each offense. The fine for driving without a license is about \$390 fine. Not having a registration is a \$200 or \$300 fine. Not having insurance is a \$1,130 fine. Then they must pay the fine for the original violation. It is difficult for them to pay these fines. Additionally, uninsured drivers who cause accidents are fined for this. The people they hit have no recourse but to sue them. The requirements of this bill will offer a chance for card applicants to learn how to drive properly. It will increase public safety.

To answer the question about fingerprinting, if someone commits just one felony in Nevada, and I think federally, his or her fingerprints are entered into the national system called AFIS—Automated Fingerprint Identification System. The fingerprints of anyone who has ever been printed, even for a noncriminal purpose, are in AFIS. The police will find a person's identity if his or her fingerprints are in that system.

To address the question about offenders being released from prison without an identification card, this is not the case. When we book "John Does" or "Jane Does," we do not release them until we find out who they are. If they are undocumented, we keep them in jail until federal officials arrive to take custody of them. If offenders are arrested again, even for misdemeanors, we will have some information in our system—at least their names and birthdates.

**Senator Gustavson:**

What is the procedure when a police officer stops someone who does not have a driver's license, registration or insurance? Is an arrest made?

**Mr. Cardinale:**

If we cannot identify someone we pull over for a minor infraction, we book the person. The driving privilege card will help this person not go to jail.

**Jose Mendoza:**

I support S.B. 303 for three reasons. The first reason is for a safer Nevada as everyone with the card will be insured. The second reason is cardholders will know the rules of driving in Nevada. The third reason is this will create revenue for the State.

**Raphael Lopez (DREAM Big Vegas):**

The undocumented community was greatly affected by the downturn in the State's economy, especially in the construction industry. With the enhanced use of the e-verification system in hiring practices, they have had difficulties finding subsequent employment. Many found alternative employment through collecting scrap metal. My parents did this along with many other families. Some of them were harassed by the police. This was how my parents provided for our family and helped pay for my college education. When fined for driving without a license, registration and insurance, people have less money to support their families. Now my parents operate an appliance business. They travel to California to obtain merchandise, as do many other businesspeople. In California, if a person is stopped without driving documentation, his or her car is towed. I support S.B. 303.

**Alan Aleman (DREAM Big Vegas):**

I support S.B. 303 for three reasons. The first two reasons are safety and equality. The third reason is driving is an essential factor for every constituent in Nevada and the United States. Driving with fear can cause accidents. Granting a driving privilege card to an undocumented person will help the person drive more confidently. There will be fewer hit-and-run and other types of accidents.

**Yvanna Cancela (Culinary Workers Union Local 226):**

My union represents about 55,000 gaming employees on The Strip and in downtown Las Vegas. This has been a productive and thorough conversation on one of the most important safety measures being considered the Session. We

support S.B. 303 because our members are driving to work every day. Making the roads safer for all of them is important. Other benefits from the bill's passage will help all Nevadans throughout the State.

**Vicenta Montoya (Latino Leadership Council; Latino Democratic Caucus; Women United for Justice):**

I have been encouraging Senator Denis to promote this bill for years. He asked us to give him the information. From there, he moved forward with it on his own. The statistics Senator Kihuen shared with you are similar to those I gave him years ago. The information has not changed. This is a public safety issue. It also is a revenue matter. Roads will be safer because the accident rate will decrease along with the number of uninsured motorists. Everyone with car insurance will see a savings. The State will gain revenue. Even when Governor Gibbons was in office, his staff was interested in this measure as a revenue source.

Now is the time for S.B. 303 to be implemented in Nevada. This does not only affect undocumented people. It also will assist female victims of domestic violence who have had their documents stolen. It is very hard to obtain birth certificates now for many of these women. Depending on the state of issuance, it can take up to 1 year. This is too long for many people to wait. With a driving privilege card, these women will be able to move on with their lives in a safe way as they drive.

**Elvira Diaz (Immigration Reform for Nevada):**

I represent a group of volunteers working for immigration reform. We thank you for passing S.B. 303. To put a face on the issue, I have brought with me Armando Hernandez. He has a kidney condition requiring treatment three times per week. To live, he needs to drive to receive treatment. He is driving without a license. Sometimes after treatments, he is ill. His mother cannot drive him. This bill will provide accessibility for people who need to go to the hospital. It will improve people's health. Nevada will make history. This is an important bill.

**Marvin Otzoy (National Coalition of Guatemalan Immigrants; Guatemalan Fraternity of Northern Nevada):**

I am an insurance agent in the area and represent Guatemalan immigrants. I support S.B. 303 because it is presented in a good manner. We all agree it is beneficial for public safety, the economy and "human" reasons. Another point is drivers in hit-and-run accidents may be afraid of deportation and being separated

from their families. I prefer to call the card a “driving privilege card to Nevada residents” because we all live in Nevada. State law needs to be updated. We all know the federal immigration system is broken, but we do not want Nevada’s transportation laws to be broken as well. We need to look to the future in this matter. Additionally, I would like to see the revenue gained from this measure used in bilingual education because the issue is not immigration but safety, economy, and human issues.

**Robert L. Compan (Farmers Insurance Group):**

We have worked with proponents of the bill and support S.B. 303.

**Senator Gustavson:**

Do you have evidence that insurance rates will go down if this bill is passed?

**Mr. Compan:**

There are so many rating factors in insurance. Farmers Insurance Group has been a proponent of reducing uninsured motorist coverage in Nevada. I can only address the research that has been conducted on the uninsured motorist portion of insurance policies. Some of the research you have heard this morning. In Utah, 87 percent of the people who received a driving privilege card actually purchased insurance. This bill will require it. If we can reduce the number of uninsured motorists in Nevada through this bill and other legislation being considered this Session, we can feel confident uninsured motorist rates likely will decrease.

**Senator Gustavson:**

I understand there are many factors. To insure more people is a good thing. Better drivers may result because of this, which could lower rates. I have not seen insurance rates do down in years, though. I would like to see evidence that the rates will decrease.

**Mr. Compan:**

This bill and S.B. 296, which addresses uninsured motorists, go together in addressing the matter.

**SENATE BILL 296**: Limits the recovery of damages arising from a motor vehicle accident under certain circumstances. (BDR 3-825)

**Adriana Toscano:**

I am a community activist and radio host. I support S.B. 303 because safety reasons are important to me. I have lived in Las Vegas for 22 years and have known many undocumented people. They are the same as we are—they are humans and have rights under God. I ask you to think of the families, the parents driving their children to school or to the hospital when they are sick. There are many reasons. Many people here are nervous. They dream about the day this bill is passed. I am emotional as I see politicians, businessmen and others coming forward in favor of the bill. It will boost our economy.

**Ivon Meneses:**

I am in favor of S.B. 303. I was in a car accident, hit by an undocumented person without car insurance or a driver's license. I had to pay the medical bills for all my children, and I lost my car. Many of my friends are undocumented and want to have driver's licenses so they do not have to buy illegal licenses in the streets. The people selling the fake licenses are getting rich, but this money could go into the State's budget. We need a change in Nevada.

**Reynaldo Robledo:**

I support S.B. 303. We employ over 300 people in Las Vegas. Many of them are undocumented workers without driver's licenses. This bill will help them and their families.

**Fernando Romero (Field Coordinator, National Council of La Raza):**

For 9 to 10 years, we have attempted to introduce a bill like this. We support S.B. 303.

**Tomasa Macias (Mothers United for Justice, through Fernando Romero, translator):**

I am supporting this bill for individuals to drive. Everybody needs the privilege to drive. Without a driver's license or other form of identification, people cannot buy insurance. If they have a driving privilege card, they can buy insurance and help many people who do not have insurance.

**Jose Macias (DREAM Big Vegas):**

I drove from Las Vegas to Carson City this morning to testify here. This is important for community leaders, union supporters and others in favor of the bill. I support S.B. 303 so families will not be afraid to drive their children to school or to buy groceries. Everybody deserves the same privilege as we have.

This bill will change how we do things in Nevada. It is not fair to deny people something that will affect our roads. This bill will make the roads safer and help people drive more confidently. This is a good step for the Legislature. We need to work on this issue. It is not a hard decision. Do we want safe roads or unsafe roads? I think we all want safe roads when taking our children to school, buying groceries and going to work. Many undocumented families live paycheck to paycheck and cannot afford traffic fines. This greatly affects our community. Many have large families to support. Passing this bill will benefit them greatly.

**Senator Hardy:**

This bill has been a work in progress. In 2003, we had a similar proposal. I was concerned about the situation in which people could be blackmailed if they drove without adequate documentation. This measure is not a path to citizenship and has been documented. Safety improvement has been documented. Increased access to insurance has been documented. The testing and qualifying of drivers has been documented. The insurance rates have been documented. It works in Utah, producing a more "law-abiding" segment of the population that has been documented. The bill establishes a database for law enforcement purposes and, along with our existing facial recognition technology, will produce documented results. The revenue opportunity has been documented. My constituents' concerns have been documented. The support of families has been documented. This is a documentation bill allowing families and the economy of Nevada to go forward. I would like my name documented as a cosponsor of S.B. 303 if the bill is amended.

**Juan Oliva:**

I support this bill for undocumented people in Las Vegas to be able to drive legally. Both of my parents, most of the people in my family and I drive legally. It is sad, however, to see Hispanic mothers with one or two children taking them to school in strollers. I have never suffered from this situation. I want to see S.B. 303 become a reality.

**Julie C. Correa:**

I am speaking for many of my friends who cannot drive. They have relatives in California and cannot drive or fly there to see them. It has been a long time since they have seen each other. They can only talk on the phone with them. I want S.B. 303 to pass.

**Astrid Silva (DREAM Big Vegas):**

Many people are behind me who usually are afraid to be in these types of buildings because they feel they are not part of this government. Passing this bill will make them feel they are people because they will be able to drive. Growing up, I was left out of many activities because my parents could not drive me to them. They did not have driver's licenses. I volunteered on many campaigns when I was younger. My mother took a risk every time she drove me to those events, which have made me the person I am. There are many children in the same situation I was. We take these simple things for granted. I will be learning how to drive in the coming months. There are so many people out there, however, who do not have this opportunity. Senate Bill 303 will have a positive influence on our community, not only the undocumented community but also every driver on our roads. I support S.B. 303.

**Adriana Aleman (through Astrid Silva, translator):**

It is very important you approve the driving privilege card so people can obtain insurance and for safer roads. Many times people commit more errors while driving because they are afraid to be driving without a license. This is why it is important for me that S.B. 303 be approved. There will be more safety on our roads.

**Gerson Herrera (through Astrid Silva, translator):**

I am here for the same reason as everyone else, to affirm approval of the driving privilege card. I am speaking not only for myself but also for everyone else in Nevada and the Country who is with us on this. We hope this can be approved so people's dreams can become reality. I am a hard worker and live far from where I work. I have to walk to work because I have been pulled over twice for not having a license. I hope the Senators will approve S.B. 303. I, and all the families who are separated because of not being able to drive, appreciate this.

**Miriam Hickerson:**

I know many people who do not have driver's licenses. The economy in Nevada will be improved through S.B. 303 because the people making thousands of dollars by selling fake driver's licenses will be stopped. It is important for me to have you know there are many people making fraudulent licenses and fooling people into thinking their cards are valid. People in the Hispanic community, from my experience, want to learn the law and be better drivers. The police will not have problems if you give this permission. I support S.B. 303.

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**Maria Guadalupe Arreola (through Astrid Silva, translator):**

I support S.B. 303. It is important for us who do not have transportation. We want to be able to get to and from work.

**Barbara Silva (through Astrid Silva, translator):**

I have not driven since November because I was pulled over and am afraid to be arrested. I wish S.B. 303 passes because I need transportation to get to work. Right now, I am finishing my education and it is vital for me to get to and from work. In addition, this will make the roads and the community safer.

**Chair Manendo:**

Let the record show that everyone in Room 4412 at the Grant Sawyer State Office Building stood up in support of S.B. 303.

**Senator Denis:**

We will work quickly to return the amendment language to the Committee.

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**Chair Manendo:**

The hearing on S.B. 303 is closed. Having no other business before the Committee, I adjourn this meeting at 11:05 a.m.

RESPECTFULLY SUBMITTED:

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Jennie F. Bear,  
Committee Secretary

APPROVED BY:

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Senator Mark A. Manendo, Chair

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

<b><u>EXHIBITS</u></b>				
<b>Bill</b>	<b>Exhibit</b>		<b>Witness / Agency</b>	<b>Description</b>
	A	1		Agenda
	B	20		Attendance Roster
S.B. 262	C	2	Senator Barbara K. Cegavske	Written Testimony
S.B. 262	D	3	P. Michael Murphy	Proposed Amendment
S.B. 303	E	8	Senator Moises (Mo) Denis	Written Testimony
S.B. 303	F	3	Senator Ruben J. Kihuen	Written Testimony
S.B. 303	G	4	Vanessa Spinazola	Support Letter with Suggested Amendments