

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

**Eighty-second Session
June 2, 2023**

The Senate Committee on Growth and Infrastructure was called to order by Chair Dallas Harris at 3:28 p.m. on Friday, June 2, 2023, in Room 2144 of the Legislative Building, Carson City, Nevada. The meeting was videoconferenced to Room 4412E of the Grant Sawyer State Office Building, 555 East Washington Avenue, Las Vegas, Nevada. [Exhibit A](#) is the Agenda. [Exhibit B](#) is the Attendance Roster. All exhibits are available and on file in the Research Library of the Legislative Counsel Bureau.

COMMITTEE MEMBERS PRESENT:

Senator Dallas Harris, Chair
Senator Pat Spearman, Vice Chair
Senator Julie Pazina
Senator Scott Hammond
Senator Ira Hansen

GUEST LEGISLATORS PRESENT:

Assemblywoman Natha C. Anderson, Assembly District No. 30
Assemblyman Gregory T. Hafen, Assembly District No. 36
Assemblywoman Melissa Hardy, Assembly District No. 22
Assemblyman Cameron (C.H.) Miller, Assembly District No. 7

STAFF MEMBERS PRESENT:

Kristin Rossiter, Policy Analyst
Vicky Lind, Committee Secretary

OTHERS PRESENT:

Amanda Brazeau, University of Nevada, Las Vegas
Todd Ingalsbee, President, Professional Firefighters of Nevada
Sean Sever, Deputy Administrator, Division of Research and Project
Management, Nevada Department of Motor Vehicles
Mendy Elliott
Michael Flores, University of Nevada, Reno

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Athar Haseebullah, American Civil Liberties Union
Dakota Hoskins, Service Employees International Union Local 1107
A'Esha Goins, NAACP, Las Vegas Branch 1111
Emily Persaud-Zamora
Christine Saunders, Progressive Leadership Alliance of Nevada
Brenda Zamora
Catherine Nielsen, Executive Director, Nevada Governor's Council on
Developmental Disabilities
Paula Luna, Battle Born Progress
Dora Martinez, Nevada Disability Peer Action Coalition
Matthew Wilkie
Steven Cohen
Katie Brandon
Jagada Chambers, Silver State Voices
Nicholas Shepack, Fines and Fees Justice Center
Andrew LePeilbet, United Veterans Legislative Council

VICE CHAIR SPEARMAN:

I will open the hearing on Assembly Bill (A.B.) 151.

ASSEMBLY BILL 151 (1st Reprint): Provides for the issuance for a limited duration of special license plates commemorating the 150th anniversary of the founding of the University of Nevada, Reno. (BDR 43-89)

ASSEMBLYWOMAN NATHA C. ANDERSON (Assembly District No. 30):

Assembly Bill 151 proposes a license plate in honor of the 150th anniversary of the founding of the University of Nevada, Reno (UNR). There are three important facts.

The license plate is being proposed for the celebration of the 150th year. When UNR first opened, it was in Elko, Nevada, and then moved to the Reno area by one vote in the Legislature or it would have been in Carson City. The reason was because the number of students attending was not very large.

Why is this license plate needed as opposed to the one that is now in place? The license plate for UNR has the proceeds going to UNR Athletics. This license plate will only be offered for a year and all proceeds will be going to the UNR Foundation, which is mentioned in the bill. It is a food bank for our students as well as staff. There are a variety of items including food, clothing

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and other essentials that will help our students. The final thing, this is just one part of our celebration.

AMANDA BRAZEAU (University of Nevada, Las Vegas):
We are in support of A.B. 151.

TODD INGALSBEE (President, Professional Firefighters of Nevada):
We are supporting this bill.

SEAN SEVER (Deputy Administrator, Division of Research and Project Management, Nevada Department of Motor Vehicles):
The Nevada Department of Motor Vehicles (DMV) is neutral on this bill. We appreciate working with the bill sponsor.

VICE CHAIR SPEARMAN:
We will close the hearing on A.B. 151 and open the hearing on A.B. 304.

ASSEMBLY BILL 304 (1st Reprint): Revises provisions governing certain special license plates. (BDR 43-699)

MR. INGALSBEE:
The main goal of A.B. 304 is to not make our firefighters go into the DMV to renew a license plate. This would allow them to do it online, at the kiosk or by mail.

MENDY ELLIOTT:
I am representing myself and those individuals who need a lifesaving transplant, skin graft, cornea and the list goes on. The Give Life license plate had 950 purchasers, which was under the 1,000 needed. The Nevada Donor Network is committed to market the plate so we can get over the 1,000 mark. All this bill does is exempt us from having the requirement to have the 1,000 purchases so we can continue to issue the plates and move forward. What is important about this plate is the funds go to the donor registry at the University of Nevada.

SENATOR PAZINA:
I am a fan of the Nevada Donor Network and all they do. This is more of a marketing idea for Mr. Sever who might be coming up in neutral. Something to

do regarding this license plate is to mention this plate as people sign up to become organ donors in Nevada.

SENATOR HAMMOND:

When the number falls below 1,000, how long do you have to reach 1,000? Is it a year? Two years? Maybe we should build a grace period into it, so you have a year to get back up there.

MS. ELLIOTT:

I agree. I am not involved in a lot of license plates, but that is how I found out this plate had expired. My father was the eighth heart transplant at Stanford in 1968 and my late husband was a donor. I wanted to honor both and get a plate. I went to the DMV and found out the plate was nonexistent. The next thing I know I am working with DMV, and it was too late to get a bill draft request. Assemblywoman Anderson allowed me to amend this bill. It would make sense if some type of monitoring was built into the issuance of these plates to allow the time to market them.

ASSEMBLYWOMAN ANDERSON:

Thank you for your indulgence and hearing this today.

MS. ELLIOTT:

Before the DMV comes up, I would like to thank them for working with us as we were trying to determine what we needed to do to get this plate moving forward again.

MICHAEL FLORES (University of Nevada, Reno):

We support our firefighters and first responders and support this bill.

MR. SEVER:

We are neutral on A.B. 304. I appreciate working with the bill sponsor and the Donate Life organization. We had a fiscal note on this bill but removed that because of the minimal amount of programming involved.

To the earlier question on exemptions for these 1,000 plates, this amendment to the bill would not have to meet the 1,000-plate minimum, so they would be exempt.

VICE CHAIR SPEARMAN:

Part of the bill says firefighters will not have to go in to renew the license plate. We had another bill that modernizes DMV so you can do it online. Would this be included or is it separate?

MR. SEVER:

Yes, that is true. Our goal is to keep people out of our offices. It is not that we do not want to see people, but with our transformation, we think it is going to be easier for people to do business online and that goes for the firefighters as well.

CHAIR HARRIS:

We will close out the hearing on A.B. 304 and open a work session on A.B. 151 and A.B. 304. We heard them, so you should have had opportunities to ask as many questions as you like. Do we have a motion to do pass?

SENATOR PAZINA MOVED TO DO PASS A.B. 151 AND A.B. 304.

SENATOR HANSEN SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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CHAIR HARRIS:

We will close out the work session and open the hearing on A.B. 161.

ASSEMBLY BILL 161 (2nd Reprint): Revises provisions governing the identification of persons. (BDR 43-635)

ASSEMBLYMAN CAMERON (C.H.) MILLER (Assembly District No. 7):

Assembly Bill 161 aims to address how persons with communication challenges in interactions with law enforcement officers might be influenced by social skills. In such situations, it is critical that law enforcement officers are aware of potential communication needs as early as possible when engaging these Nevadans.

The way it works is upon the application of a person with communication needs to the DMV; they will indicate that this person has a communication need on

their driver's license, identification (ID) card or vehicle registration. It will be an option so they will be able to opt-in whether they want it on their driver's license or their vehicle registration or both. They have the ultimate decision-making power in how much information they want to provide and where they want that information provided. The goal or heart of this bill came about after I received a phone call from a mom, a friend of mine whose son was arrested based on a misunderstanding of how he was interpreting what was happening with law enforcement. I got a call from people at the American Civil Liberties Union (ACLU) who said there is more work to be done in this area.

Assemblywoman Shannon Bilbray-Axelrod is working on a similar piece of legislation dealing with hearing impairments. We thought we could put them together and make this one communication-needs designation.

ATHAR HASEEBULLAH (American Civil Liberties Union):

The bill gives three options for those that have a communication need. It gives the option to have a designation on your driver's license, ID card and/or vehicle registration. In certain states where this has been adopted, the system is integrated. If you get pulled over by police and they run your plate, there is one system they see. It should show what the actual designation might be if you have an impairment. In Nevada, you see three systems. This would only apply to the registration system. It is primarily going to be utilized during traffic encounters. The reason this was important is because we received consistent complaints from individuals saying they were pulled over and are either neurodiverse or deaf and found themselves to be handled more roughly. But the officers, it was discovered, did not know the individual had any level of communication need.

When we brought this bill forward, we spoke with a pseudobulbar managers association and various police departments. They were all in support. This is just a tool to provide information.

We were careful in the way we structured the language. Some asked why we did not include a specific diagnosis. Part of the reason for that is because we wanted to preclude confidentiality being broken with respect to a person's specific condition.

We wanted to make sure that individuals could opt-in at different levels as to what they wanted. If you have someone who is a driver, they may want to

opt-in for their driver's license and registration. They may not want to opt-in on the registration because they might not have a vehicle. This would all go through the DMV. We initially used the phrase "communication impairment." Pursuant to the request of some within the disability community, that was changed to "communication need." It would create a flag. There was a fiscal note at first that has since been removed. The implementation date for the registration will potentially be delayed up to an additional two-year period as the DMV is undergoing modifications. This would preclude that.

This is the first step. The feedback we received was to expand the scope. That is something we will look to do next Session or in the future. There are challenges right now. The administration of scope and the actual technical associations are done differently from one department to another. We do not want to bind a rural district if they must outsource it for the same thing that an urban district might be able to do in-house. That will be explored. It is one of the areas of strong agreement. It seems like everybody is in support of this.

SENATOR HAMMOND:

Section 1.5, subsection 1, is about the application process. In subsection 2, it says the DMV shall not require any person to disclose that the person is a person with a communication need.

You are asking for an application. They do not have to explain to you why they have a hearing impairment. How does that work? Do they just go by the request?

MR. HASEEBULLAH:

We included the language "not required" because there were concerns in the community if the mitigating language was not included, the DMV or the State would have some level of authority to require individuals that fall within these parameters to make the disclosure at the DMV. It is a stopgap measure to prevent the requirement of disclosure. The DMV could still ask, but it does not require disclosure. That kind of mitigating step came from the concerns about requiring disclosures that were rooted in other communities. Hopefully, they realize the point of this was not to create a registry of people that might have a communication need but to make encounters safer for those who are differently abled regardless of their communication needs.

SENATOR SPEARMAN:

One of the things we are lacking is training for law enforcement officers as to how to handle these types of situations. Not trying to blow up the bill, but next Session there has got to be a mandate for people who are in law enforcement to get trained. An unfortunate incident happened in one of the cities in southern Nevada. A woman who is deaf was signing and the officer handcuffed her. We must ensure there is training for law enforcement and first responders because we do them an injustice and put them in precarious situations.

We see people with blue handicap placards. We do not know what the handicap is. Is there a way we can do the same thing with the handicap placard? Perhaps the people who have this on their license plate or their driver's license somewhere could just use that. Then, if they choose to divulge their issue, that could be a way to seamlessly integrate this new piece, which already exists in Nevada.

MR. HASEEBULLAH:

With respect to the first point on training, that was a consideration early on. One of the things everybody agreed to do during the Interim was to try to work with the departments voluntarily to have these trainings. We recognize there are still certain levels of training gaps that might exist, and it should not always result in litigation if it is just a conversation that we might be able to have. We think this will be a good step, at least as this process is rolled out, to be able to get to a place where that becomes more readily visible, implemented and voluntary on the departments without mandating it. If we come back two years from now and make that request, if nothing was implemented and there is confusion about it, it is a challenge. One key point was it appeared when directives were given from outside of the vehicle, there was no understanding that the individual was or was not compliant. We are hoping the piece we have added to the registration alleviates that.

To your second point, we had initially tinkered with the option of putting something on a license plate. The challenge we ran into regarding visibility from outside of the vehicle was that it may subject an individual to potentially more predatory action. They may want to have it when the police pull them over but not want anybody else in the community to know. From the standpoint of confidentiality to your point, not only about HIPAA, but there are privacy requests the individual might have. It might have a chilling effect on their desire

to add that if they are driving around and there is a flag on their vehicle versus within their registration. This will only be visible upon being pulled over.

SENATOR SPEARMAN:

Is there a way to integrate what already exists? With the blue handicap placard, nobody asks you what your handicap is. If the people have this on their driver's license or the DMV knows they have the blue handicap placard, this would also apply to them. So they could get the placard, and whenever law enforcement stops them, they see the blue handicap placard and know there is something that makes them different than someone else they may stop.

MR. HASEEBULLAH:

One of the things we heard from the community was there is not always a desire to share. We included a portion which speaks to neurodiverse. That is not an auditory issue as much as it is a neurodiverse issue. Some individuals are concerned; they do not want that information shared. The handicap placard is for a physical disability. When we are dealing with auditory or neurodiverse issues, things may be invisible and there was some concern. We are happy to work with you and the DMV as this gets explored from the registration standpoint.

This is the most limited fashion that solves the most issues without risking individuals' confidentiality and rights to privacy.

DAKOTA HOSKINS (Service Employees International Union Local 1107):
We support this bill. We think it creates more safety for Nevadans.

A'ESHA GOINS (NAACP, Las Vegas Branch 1111):

I am the mother who called Assemblyman Cameron Miller at 5:00 a.m. because I did not know where my son was. I was afraid because my son had been locked up and shackled because he is on the spectrum. I did not know where my son was for 16 hours. I want you to understand as a mother of a child on the spectrum, there is nothing more important than him living a regular life and being able to show up places and people see him as Anwar. When you are raising a child with disabilities, your only hope is people see him the way he wants to be seen and be treated like he is. This is one step to ensure I am not getting a phone call because the police mistake my son for being noncompliant and take him to jail. They shackled him, took him in, and in his police report, they said he was a kind young man.

EMILY PERSAUD-ZAMORA:

I am here as a mom to an eight-year-old son. William was on the autism spectrum. His biggest auditory triggers are fireworks, and police and ambulance sirens. One of the biggest things I dread as a mom is when we must teach him to drive.

With this bill you do not have to have an official diagnosis. When we talk about autism, one of the biggest struggles has been being able to get an official diagnosis. My son is in a classroom for autistic children. A lot of the moms and dads talk about the struggle of being able to get a diagnosis. As a State, we need to do more around autism.

CHRISTINE SAUNDERS (Progressive Leadership Alliance of Nevada):

I will echo the sentiments of those who spoke before me. You have heard the impact this will have on Nevada families.

BRENDA ZAMORA:

I am a mother of three and am here to support A.B. 161. My eight-year-old daughter was premature. Since the beginning, doctors have told me to be prepared for future complications as she gets older. We are seeing a decrease in her hearing and she is developing a delayed response. As a parent, I am seeing how she shuts down when she is getting questioned, not disciplined, just questioned and she does not respond in a timely manner. I am fortunate to be able to identify what is going on. I am privileged and thankful I can get her the help she needs. This is just another layer to support and protect her as she gets older.

CATHERINE NIELSEN (Executive Director, Nevada Governor's Council on Developmental Disabilities):

We support A.B. 161. The Council met with the ACLU and discussed changes to the language to read as "communication need" rather than a "communication impairment," as an impairment signifies an individual is unable to communicate rather than having a varying need of communication. We desire training as Mr. Haseebullah mentioned in his presentation and hope to assist with legislation requiring training and support in the upcoming sessions.

PAULA LUNA (Battle Born Progress):

The previous testimonies highlighted the importance of this bill. We are in support.

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DORA MARTINEZ (Nevada Disability Peer Action Coalition):

I will ditto testimonies from Catherine Nielsen, Battle Born folks and people at the ACLU.

MATTHEW WILKIE:

I will ditto the comments in support.

STEVEN COHEN:

I will ditto the comments in support.

MR. SEVER:

The Nevada DMV is neutral on A.B. 161 and no fiscal note was on the original bill. An amendment was added to change the medical coding and added the registration part, which did trigger a fiscal note from the DMV. We worked with the bill sponsor who agreed to push back the implementation of the registration part of the bill. When the DMV director notifies the Governor and Legislative Counsel Bureau director that sufficient resources are in place to implement this, or no later than January 1, 2026, we will move forward. The driver's license portion of this bill will be implemented on January 1, 2024.

To answer the Vice Chair's question about the optional part of this bill, handicap placards work differently. They are based on a signed doctor's note. I do not think that was the intent of this bill.

CHAIR HARRIS:

I will close the hearing on A.B. 161 and open it up for a work session. I will accept a motion to do pass.

SENATOR SPEARMAN MOVED TO DO PASS A.B. 161.

SENATOR HAMMOND SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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CHAIR HARRIS:

I will open the hearing on A.B. 195.

ASSEMBLY BILL 195 (1st Reprint): Revises provisions governing certain fees for drivers' licenses and identification cards. (BDR 43-636)

ASSEMBLYWOMAN MELISSA HARDY (Assembly District No. 22):

I am here to present A.B. 195. I became interested in recidivism in 2015 when my youngest daughter took her first criminal justice course at the University of Nevada, Las Vegas. A guest speaker by the name of John Ponder came to her class and they learned about the HOPE for Prisoners program. She was so impressed that she came home and told me all about this gentleman and this program and she did an extensive report. That piqued my interest in this topic. Later, I started looking into what practical measures can be taken to assist those coming out of prison, so they have the tools needed to reenter their communities and lessen the likelihood of them reoffending and being incarcerated again.

Recidivism is a complex issue, but there are commonsense measures that can be taken to help prevent and reduce it. One of these measures is providing formerly incarcerated individuals with the ability to obtain a driver's license. Identification is essential for accessing services, employment and housing. Without it, many individuals struggle to reintegrate into society. Providing them with a form of ID can help them overcome these barriers and facilitate their reentry. In my conversations with those involved in the criminal justice reform community, it became evident that getting a driver's license is simple but sometimes inconvenient for most of us. It was made difficult for those being released from prison.

I found this bill that had been passed in Delaware and wanted to bring it here to our Legislature. Section 3 is where we are adding three transactions that will require the DMV to waive the fees for furnishing an original or renewal driver's license, reinstating a driver's license, and producing a photograph for a driver's license. It includes any reimbursement if a person submits documentation verifying they were released from prison within the year immediately preceding the person's application for a driver's license.

In section 1, it would require the DMV to waive the fee of \$25 for the driver's license examination, not more than one time under those same conditions. Section 2 of the bill provides an additional exemption to the penalty for any person whose license expires during a period of incarceration if they submit the

proper documentation verifying they were released within the immediately preceding year.

During the Assembly hearing, I was asked about IDs being included because not everybody chooses to drive. That is in the reprint that you have that includes these same provisions for an ID.

KATIE BRANDON:

I am the Public Health Intern at the Fines and Fees Justice Center. Having a driver's license increases access to transportation which is key to preventing recidivism. We recently conducted a survey of nearly 400 currently incarcerated individuals in Nevada and over one-third of them cited lack of transportation as a contributing factor to their incarceration. By helping people get driver's licenses when they leave prison, we can lower the risk of reoffending and returning to prison.

Access to transportation is also essential to maintaining health in Nevada. Increased access to driver's licenses makes it an option for a person to get housing, work, childcare and food which all promote health. Extensive research has also shown people who are incarcerated are more likely to have high blood pressure, asthma, cancer, arthritis, tuberculosis, hepatitis C, HIV and other chronic health conditions. All these conditions require extensive regular in-person medical care, which is so much easier if people can drive to their appointments, especially in rural Nevada. This bill will help people meet their needs quicker after release.

MS. PERSAUD-ZAMORA:

I am the Executive Director of Silver State Voices, which leads the Latin Nevadans voting coalition. On behalf of the coalition, we are in support of A.B. 195. Two sessions ago, the Legislature took a stride by reinstating voting rights for all formerly incarcerated Nevadans. Building upon this progress, we believe A.B. 195 has the potential to make a profound impact in the lives of our formerly incarcerated community members.

Upon release from prison, many individuals are unjustly denied access to a wide array of resources simply because they lack an ID or updated driver's license. Having a driver's license or ID ensures they have access to essential resources such as stable housing, opening a bank account, registering to vote and casting their ballot. Despite the progress made, formerly incarcerated Nevadans

continue to face obstacles and limitations which not only prevents their full integration into our communities but also perpetuates their disenfranchisement. Assembly Bill 195 would eliminate this unnecessary barrier for all Nevadans.

JAGADA CHAMBERS (Silver State Voices):

I am the Rights Restoration Coordinator with Silver State Voices. A great deal of my work is engaging folks in front of parole and probation. I try to relay that they can vote once they come home. In that space, the Nevada Department of Corrections (NDOC) often releases folks who go right to parole and probation. The ideal time for me is when I see someone reentering society. In those moments, 90 percent of the folks are needing help with transportation to get an ID. That is always going to be step one. This is profound legislation and letting folks in custody know society does believe in them; we are going to give you a nod to have a shot.

SENATOR SPEARMAN:

The Department of Health and Human Services has a program that within 90 days of release, they sign them up for the Supplemental Nutrition Assistance Program and Medicaid. Is there any way to coordinate what this bill would do with that?

MR. CHAMBERS:

The pivotal piece could be the petition for a waiver while inside. That process begins prior to a person's exodus.

NICHOLAS SHEPACK (Fines and Fees Justice Center):

To your question, Senator Spearman, the biggest hurdle we have had in Nevada prisons for ensuring people leave with an ID is they often do not have the paperwork. We do not actually know who they are. They are either arrested under a pseudonym or do not have a birth certificate. We have tried in multiple sessions to ensure that everybody leaves NDOC with a State-issued ID. What we have is a system in which they have a government ID from the prison, but it is not the same as a Nevada driver's license or State-issued ID. It is something we do need to work on and find a solution for, but it has been a major hurdle to ensure everybody has a DMV or Nevada-issued ID upon release. We support the bill.

MS. MARTINEZ:

I support this bill. I wish I could get a driver's license, but I have a Nevada ID.

MR. SEVER:

The DMV is neutral on A.B. 195 and understands the intent of the bill. We want to help people get back on their feet. We did provide a fiscal note with a revenue impact that would affect our license issuance, renewals, reinstatements and card-production fees.

CHAIR HARRIS:

I will close the hearing on A.B. 195 and I will accept a motion to do pass.

SENATOR SPEARMAN MOVED TO DO PASS A.B. 195.

SENATOR HANSEN SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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CHAIR HARRIS:

I will open the hearing on A.B. 203.

ASSEMBLY BILL 203 (1st Reprint): Revises provisions relating to special license plates. (BDR 43-118)

ASSEMBLYMAN GREGORY T. HAFEN (Assembly District No. 36):

Assembly Bill 203 is going to bring parity to our decorated license plates. When it comes to parking fees, it is going to allow our decorated veteran license plates to be personalized similarly to our classic car license plates, and it is going to implement a penalty for anyone who impersonates one of our decorated veterans and steals their valor.

All three transactions have been brought to me by constituents of mine who are passionate. Our veterans have given a lot to this Country. To give them parity with the other license plates is the least we can do.

SENATOR SPEARMAN:

In 2013, we passed a bill criminalizing stolen valor. You might want to take that into consideration as you move forward because there can be a reference to that statute.

ASSEMBLYMAN HAFEN:

That is what we are doing. We are increasing the penalties because it is important, and it felt like the time was right to adjust those penalties. I believe the penalties are going up to \$1,000 for anybody who does that.

ANDREW LEPEILBET (United Veterans Legislative Council):

We are in support of this bill. In fact, I will just ditto everything the Assemblyman said.

MR. SEVER:

The DMV is happy to work with the bill sponsor. He was able to move the implementation date back, which removed our fiscal note.

CHAIR HARRIS:

I will close the hearing on A.B. 203 and open a work session. Do we have a motion to do pass?

SENATOR SPEARMAN MOVED TO DO PASS A.B. 203.

SENATOR PAZINA SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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CHAIR HARRIS:

I will open the hearing on A.B. 457.

ASSEMBLY BILL 457: Removes a requirement for the reissuance of certain license plates every 8 years. (BDR 43-1078)

MR. SEVER:

This is a needed bill to relieve some of the pressure on our license plate factory. Statute requires the DMV to reissue license plates every eight years. The DMV's efforts to reissue these plates has been strained due to the difficulty in obtaining necessary aluminum and sheeting material to manufacture the license plates. Conversations with our vendors have resulted in them telling us this could be delayed up to the next year for sheeting delays.

We do believe the legibility of most license plates may last longer than eight years and customers have indicated they do not necessarily need the new plates. Customers and law enforcement will still be able to request new plates if they deem them to be unreadable. This bill simply removes the automatic reissue.

We did add a fiscal note to this bill; however, it mirrors what we have submitted in our budget, which results in a reduction to revenue and expenses.

SENATOR PAZINA:

What would the process look like if someone wanted to get a duplicate plate? Is there a registration process online or would they need to go into the DMV? How does that work?

MR. SEVER:

You can order duplicate plates online and that is what we encourage people to do.

SENATOR PAZINA:

How long does it usually take to get a duplicate plate?

MR. SEVER:

Currently, our plates are backed up a month.

CHAIR HARRIS:

I will close the hearing on A.B. 457 and I will accept a motion to do pass.

SENATOR HAMMOND MOVED TO DO PASS A.B. 457.

SENATOR SPEARMAN SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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CHAIR HARRIS:

Having nothing further to come before the Senate Committee on Growth and Infrastructure, we are adjourned at 4:39 p.m.

RESPECTFULLY SUBMITTED:

Diane Rea,
Committee Secretary

APPROVED BY:

Senator Dallas Harris, Chair

DATE: _____

EXHIBIT SUMMARY				
Bill	Exhibit Letter	Introduced on Minute Report Page No.	Witness / Entity	Description
	A	1		Agenda
	B	1		Attendance Roster