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Transportation and Telecommunications Committee January 18, 2022
Rough Draft

FRIESEN: OK. Welcome everyone to this afternoon's hearing of the Transportation Telecommunications Committee. I'm Curt Friesen from Henderson, Chairperson of the committee, represent Legislative District 34. I have a few procedural items I'll begin with. Please silence all cell phones and other electronic devices. We will be hearing the bills in the order listed on the agenda, and they were moved around a little bit. LB757 was, was withdrawn and will not be heard. Those wishing to testify on a bill should move to the front of the room and be ready to testify. And we don't have any of that problem today. If you'll be testifying, legibly complete one of the green testifier sheets located on the table just inside the entrance, give the completed testifier sheet to the page when you sit down to testify. Handouts are not required, but if you do have a handout, we need ten copies. One of the pages will assist you if you need help. When you begin testimony, it is very important that you clearly state and spell your first and last name slowly for the record. If you don't do that, I will stop you and make you do that. Please keep your testimony concise. Try not to repeat what's already been covered. We will use the light system in this committee. You'll have five minutes of testimony. Yellow light indicates you have one minute left. The red light comes on, time is up, you need to wrap up your testimony. Those not wishing to testify may sign in on the sheet by the door to indicate their support or opposition to a bill. And with that, I'd like to introduce the staff. I have a new-- Mike, Mike Hybl is here joining me again. He was here with me when I first started, so it's nice to finish up my career with him here as legal counsel. And I have Sally Shultz here as committee clerk. And the pages are Sophia and Joseph. So welcome to TNT. I got that right?

JOSEPH SCHAFFER: Yep.

FRIESEN: OK. Welcome to TNT and hope you have an interesting hearing here. With that, start introductions.

ALBRECHT: Senator Joni Albrecht from northeast Nebraska: Wayne, Thurston, Dakota, and a portion now of Dixon County. Thanks.

DeBOER: Hi everyone. I'm Wendy DeBoer. I represent District 10, which is in Northwest Omaha.

MOSER: I'm Mike Moser. I represent Platte County and parts of Stanton County.

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FRIESEN: And we're kind of thin here today. We have members that are introducing bills in other committees. We have members that are not present today. So it's not that we don't care, it's just we're a little thin today and we have kind of a light load, I hope. And with that, I'm going to start things off and Senator DeBoer is going to act as the Chair.

DeBOER: All right, we will begin our hearing of LB749 with Senator Friesen. Welcome to your Transportation and Telecommunications Committee, Senator Friesen.

FRIESEN: Thank you. Thank you, Senator DeBoer. This is getting to be a comfortable spot. Good afternoon, members of the Transportation Telecommunications Committee. My name is Curt Friesen, C-u-r-t F-r-i-e-s-e-n. I represent District 34 and I'm here to introduce before the committee LB749. The bill addresses the subject we have previously addressed, the inspection of out-of-state motor vehicles by county sheriffs. In 2019, we enacted LB80, which improved the title inspection process by allowing franchised new car dealers working with their local sheriff to adopt a process for inspection of out-of-state motor vehicles in a dealer's inventory to make the process more efficient. Rather than having a sheriff physically inspect the vehicle, the sheriff prescribes a process where the dealer provides the inspection fee, documents, evidence of transfer, and vehicle information such as make, model, VIN number, odometer reading, and a photograph or a digital image of the vehicle to the sheriff. The sheriff then conducts the inspection using the documents provided and authorizes the vehicle to be issued a Nebraska certificate of title. This process has worked well and has made compliance with title inspection requirements for both franchise dealers and sheriffs more effect-- efficient and effective. Last year, the committee considered and the Legislature enacted LB343, which was intended to extend this title inspection process and the efficiency it has created to all licensed motor vehicle dealers. However, LB343, as passed, made a very subtle change. Rather than having a process that can be utilized to inspect vehicles in the inventory of the licensed dealer, it was amended to read the inspection process could be utilized to inspect vehicles sold from inventory of the licensed dealer. So LB749 corrects this oversight, restores the language, the intent originally adopted in 2019 with LB80. LB749 still allows the inspection process to be used by both new car and used dealers, used car dealers. And so, I mean, somewhere the word was changed to "sold" in there and nobody caught it. And so this is just a fix and taking out the word "sold" so that vehicles in their inventory can now be used in this process. It's

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a very simple bill. It should be consent calendar bill. So with that, I would answer any questions you may have.

DeBOER: Thank you, Chair Friesen. Are there any questions from the committee? Senator Albrecht.

ALBRECHT: Thank you very much. So did somebody bring it to your attention, Motor Vehicles or did--

FRIESEN: So what happened is Lancaster County here caught the mistake.

ALBRECHT: OK.

FRIESEN: And so they're going by the letter of the law. Nobody else has seen it yet. So it continues to operate as it was intended.

ALBRECHT: OK.

FRIESEN: But this would correct it because, again, it is not correct in, in statute. And so until somebody noticed it, they had been operating. But someone in Lancaster County caught the mistake, and so they changed their rules that they allowed to operate under and it really changed the whole intent of the bill.

ALBRECHT: OK. Thank you.

DeBOER: Thank you, Senator Albrecht. Any other questions from the committee? Seeing none, thank you, Senator Friesen. We'll take proponent testimony.

TIM KEIGHER: Good afternoon, Senator DeBoer and members of the Transportation Committee. My name is Tim Keigher, it is T-i-m K-e-i-g-h-e-r. And I appear before you today as a registered lobbyist for the Nebraska Independent Auto Dealers Association in support of LB749. I think I should have called Senator Friesen before I showed up because he gave my testimony. I don't know if I stole it from him or if he stole it from me. But I mean, basically, like you said, this, this process was working very well when the new car franchise dealers passed this back in 2019. It's been convenient for both the dealers and the law enforcement folks. It saves a lot of time for both entities and you don't have to drive the car to the sheriff's office to have it inspected. Law enforcement doesn't have to stop at your place to do it. And like Senator Friesen said, somehow or another, the word sold got put in there. It was overlooked by myself as well. So we just appreciate him introducing the bill to correct this and let the

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process go on like it's been working. So with that, I'd be happy to try and answer any questions.

DeBOER: Thank you. Are there any questions for this testifier? Seeing none, thank you very much.

TIM KEIGHER: Thank you.

DeBOER: Next proponent testifier.

JUSTIN BRADY: Senator DeBoer and members of the committee, my name is Justin Brady, J-u-s-t-i-n B-r-a-d-y. I'm appearing before you today as the registered lobbyist for the Nebraska New Car and Truck Dealers Association and echo both what Mr. Keigher said and what Senator Friesen said that this was a change that happened that we all missed. The word sold being put in there. If you think about the process, I sell you my car and now the sheriff is going to inspect whether or not you have a salvage title or a stolen car. It's by having the word sold, you put the inspection on the wrong end of this whole transaction. The dealers want to know ahead of time, the consumers want to know ahead of time, so getting sold out of their moves it back to how it had been operating. And with that, I'll try to answer any questions.

DeBOER: Any questions for this testifier? Senator Albrecht.

ALBRECHT: Thank you, Senator DeBoer. OK, so I'm just going to question. You're saying that if a, a used car is on the dealer's lot?

JUSTIN BRADY: Yes.

ALBRECHT: He's already-- I mean, how-- is he to assume that it's a clear title and that there's no salvage and that, that it's not--

JUSTIN BRADY: Well, 'cause that's--

ALBRECHT: --because if I'm going to go in and buy that used car, I want to know--

JUSTIN BRADY: Right.

ALBRECHT: --that car is clear.

JUSTIN BRADY: And so what would happen, Senator-- sorry, to interrupt you.

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ALBRECHT: Yeah, go ahead.

JUSTIN BRADY: So the process, if you take-- before this bill was passed, they put the word sold in. The process, as I understand it, was that car comes into the dealer's inventory. You trade in your car to get a new car.

ALBRECHT: Right.

JUSTIN BRADY: The dealer then is able to-- if the sheriff has given that dealer permission, you have to get permission from the local sheriff, the dealer then takes pictures of the VIN number, takes pictures of the car, takes pic-- crawls underneath, looks at-- make sure everything looks legitimate, submits all that information electronically to the sheriff.

ALBRECHT: They're still submitting it.

JUSTIN BRADY: Right. The sheriff then can say,--

ALBRECHT: [INAUDIBLE]

JUSTIN BRADY: --yes, this car's clear.

ALBRECHT: OK.

JUSTIN BRADY: Now the dealer knows he or she has a clear title that they can sell this car.

ALBRECHT: OK.

JUSTIN BRADY: Then I come in and buy that car, they can say it's been inspected.

ALBRECHT: Yep, got it.

JUSTIN BRADY: By putting the word sold, what Lancaster County has said is we can't do-- we won't do that inspection until I've actually now purchased the car off your lot. And now I will find out whether or not I have a salvage title or a stolen car.

ALBRECHT: Gotcha.

JUSTIN BRADY: So that's--

ALBRECHT: Very good.

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DeBOER: Thank you, Senator Albrecht. Other questions, colleagues?
Senator Moser.

MOSER: So is every car inspected or only the ones that come from out
of state?

JUSTIN BRADY: The ones that come from out of state.

MOSER: Yeah. And does everyone have to be inspected if it came from
out of state?

JUSTIN BRADY: That was my understanding, yes.

MOSER: OK.

JUSTIN BRADY: For the first time that they're going to be titled in
Nebraska. I mean, obviously, once it's here, you don't have to.

MOSER: Well, once it's been titled here, it's been cleansed and--

JUSTIN BRADY: Right.

MOSER: --you don't have to worry about it.

JUSTIN BRADY: Yeah.

MOSER: Yeah. OK, thank you.

JUSTIN BRADY: You're welcome.

DeBOER: Thank you, Senator Moser. Other questions? Thank you.

JUSTIN BRADY: Thank you.

DeBOER: Do we have other proponent testimony? Is there any opponent
testimony? Anyone wishing to testify in the neutral capacity? Senator
Friesen, would you wish to close? Senator Friesen waives closing. That
ends the hearing on LB749. The next hearing is LB750. I should
announce that Senator Cavanaugh has joined us on the committee.
Senator Friesen, you're welcome to open.

FRIESEN: Thank you, Senator DeBoer. Good afternoon, members of
Transportation Telecommunications Committee. For the record, my name
is Senator Curt Friesen, C-u-r-t F-r-i-e-s-e-n, represent District 34
and appearing before the committee today to introduce LB750 on behalf
of the Department of Motor Vehicles. LB750 contains several provisions

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to harmonize statutes regarding the mailing of license plates, issuing a vehicle and motorboat titles, the ability of former military vehicles to tow trailers, and the hours required for driver improvement courses. The bill eliminates obsolete language in statutes relating to the printing of driver's manuals, providing in-person driver safety courses, and numerous date references. LB750 will streamline the process for obtaining a certificate of title with a pre-salvage brand and extend the period a learner's permit for a school permit is valid. The bill, as introduced, will modify statutes to allow more flexible business practices as the Department of Motor Vehicles moves forward with the modernization of the motor carrier system. The director will be providing testimony with additional information and be able to answer specific questions on the bill. And I ask for your support of the bill and its advancement to General File. Thank you.

DeBOER: Thank you, Senator Friesen. Any questions for Senator Friesen? Seeing none, let's have proponent testimony.

RHONDA LAHM: Good afternoon, Senator DeBoer and members of the Transportation and Telecommunications Committee. I'm Rhonda Lahm, R-h-o-n-d-a L-a-h-m, director of the Department of Motor Vehicles. I'm appearing before you today to offer testimony in support of LB750. I would like to thank Senator Friesen for introducing LB750 on behalf of the department. The purpose of LB750 is to update and harmonize DMV statutes and to improve service for our customers. Amended language relating to vehicle titles includes the ability to use transfer-on-death certificate of title for vehicles and motorboats, and allows the issuance of a previously salvage branded certificate of title if the vehicle is properly inspected. The provisions relating to former military vehicles are amended to allow those vehicles to tow cabin, utility, farm, and dealer trailers. LB750 amends driver licensing statutes to define mobile driver's license and allow for the acceptance of a mobile driver's license to waive testing, requires the driver manual to be published on the agency website and removes the obsolete provision to provide a copy of the manual to all persons issued a document and extends the valid length of a learner's permit for a school permit from three months to six months. The bill harmonizes the length of the driver improvement course for persons under 21 to four hours to make it consistent with other driver improvement courses. It does not change the number of hours of training required for beginning drivers. LB750 eliminates the requirement from the Nebraska Safety Center to provide courses in all counties which do not otherwise have a course as online classes have

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made this requirement obsolete. LB750 changes the term registration year to registration period, uses the term driver improvement course consistent with other statutes, and provides for postage fees to mail historical and choose life plates to be collected similar to other specialty plates. In 27 sections of LB750, language with obsolete dates have been stricken. Provisions of the bill allow the DMV to continue with the modernization of the Motor Carrier Services System by allowing for staggered registration periods for trucks registered as commercial carriers to be monthly, quarterly or yearly, allows the Motor Carrier Division to charge the actual fees for postage and handling of plates and ensures all fees, interest and penalties collected pursuant to the International Fuel Tax Agreement are deposited into the Highway Trust Fund. I encourage the advancement of LB750 to General File. And at this time, I'm happy to answer any questions the committee may have.

DeBOER: Thank you very much. Are there any questions from the committee? I'll ask you a question then.

RHONDA LAHM: Sure.

DeBOER: Can you explain the three months to six months learner's permit change?

RHONDA LAHM: Certainly. So there's two different kinds of learner's permits. One is for a school permit, one is for a provisional operator's permit. Currently, the learner's permit for a school permit is three months. What was happening was people would get that permit and they would not realize it was only valid for three months. So then they would go in to get their provisional operator's permit. And the law requires them to have 180 days of a valid permit. Well, they would only have 90 days, so then they wouldn't be eligible for their provisional operator's permit. So what we are doing is making that valid 180 days so when they actually go in for their provisional operator's permit, they'll have that valid permit time and won't have to wait. They, of course, have to be 16 to get their provisional operator's permit. And oftentimes what was happening is a beginning driver-- hasn't been that long since I taught my son to drive, but most kids have to renew that. So then we're just collecting a fee again from them after three months, which really is kind of unnecessary. So that was the intent of extending it.

DeBOER: OK, thank you. Any other questions? Senator Cavanaugh?

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M. CAVANAUGH: Thank you. Thank you so much for being here, Mrs. Lahm. I'm just looking at the fiscal note and the cash fund versus the General Fund. Do you know which cash fund this is hitting? Is it the Motor Vehicle Fraud Cash Fund or--

RHONDA LAHM: So it's the DMV cash fund. So it's our operating cash fund.

M. CAVANAUGH: OK.

RHONDA LAHM: So there's two reasons why there's a loss in revenue to our cash fund. And one is because there would be less of those permits that we issue and the other one is less titles issued as a result of the provision to get a previously-- a title with a previously salvaged brand, rather than getting a title with a salvage brand and then a title with a previously salvaged brand.

M. CAVANAUGH: OK.

RHONDA LAHM: Because what was occurring, we had customers going in with their vehicle inspected. The county treasurer was issuing them a title with the salvage brand and then immediately issuing them a title with a pre-salvage brand. So we're eliminating that unnecessary step if it's already met the inspection provisions.

M. CAVANAUGH: OK, thank you.

DeBOER: Thank you, Senator Cavanaugh. Senator Moser has a question.

MOSER: So what's the purpose for the salvage brand added to the title? Is that so the customer that buys the vehicle realizes that it was salvaged?

RHONDA LAHM: Right.

MOSER: And what's the difference between salvaged title and previously salvaged title? You're cleansing the title to make it--

RHONDA LAHM: So it has to have an inspection by a mechanic to make sure it's all properly-- that, that it's safe and it meets the standards and requirements. So if a vehicle's been salvaged, it has a salvage brand, it may or may not have all the corrections made to make it safe. But once the inspection has been done to inspect it, the vehicle is safe and then it is eligible for a pre-salvage title or a title with a pre-salvage brand. And titles that are salvaged-- a

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salvaged title can't be registered. It has to get the inspection and get a, a title with the pre-salvage brand in order to be registered.

MOSER: So you could own a vehicle with a salvaged title, but you couldn't drive it on the road.

RHONDA LAHM: Not legally.

MOSER: It-- well, we're, we're talking proper behavior by good citizens. OK, thank you.

DeBOER: Thank you, Senator Moser. Are there other questions? Thank you very much.

RHONDA LAHM: Thank you.

DeBOER: Are there other proponent testifiers? Is there anyone wishing to testify in opposition to this bill? Anyone wishing to testify in a neutral capacity? Senator Friesen waives closing. I would like to mention that LB750 received an online comment in support from Brandon Luetkenhaus representing the Nebraska Credit Union League. Online comments submitted before the hearing will be included in the record. With that, let's end the hearing on LB750 and I'll turn it back over to Senator Friesen.

FRIESEN: Thank you, Senator DeBoer. With that, we will open the hearing on LB714. Senator Geist, who is not here today, and staff will be introducing the bill. Welcome to TNT.

MARY JACOBSEN: Thank you, Chairman Friesen and good afternoon members of the Transportation and Telecommunications Committee. For the record, my name is Mary Jacobsen, M-a-r-y J-a-c-o-b-s-e-n, and I am the legislative aide for Senator Geist who represents District 25. She is unable to be here today due to illness. I am here to introduce LB714 for Senator Geist. LB714 will create a funding mechanism for a new Lancaster County Service Center to serve the driver's license issuance needs for Lancaster County. The DMV previously had two locations in Lancaster County, with a total of 13 workstations. When Lancaster County reopened after closing for the COVID pandemic, the Lancaster County Treasurer split the location for driver licensing services and vehicle services. The DMV was required to use only the West O location and now has eight workstations. After drafting the bill, we learned that an amendment needed to be brought with language to clarify how the reallocated money will be spent, AM1592 was drafted to address this issue. Thank you for your time and attention, and

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Director Lahm will be following me to answer any questions that you may have.

FRIESEN: Thank you for providing the opening. And with that, Director, would you come forward?

RHONDA LAHM: Good afternoon, Chairman Friesen and members of the Transportation and Telecommunications Committee. I am Rhonda Lahm, R-h-o-n-d-a L-a-h-m, director of the Department of Motor Vehicles. I'm appearing before you today to offer testimony in support of LB714. I would like to thank Senator Geist for introducing LB714 on behalf of the department. The purpose of this bill is to reallocate the fees for five-year documents to streamline the business model for driver license services in Lancaster County and to move the service center model used in Douglas and Sarpy Counties. The revised business model eliminates the current bifurcated process, where customers wait to see an examiner to be processed and then go to the county treasurer and pay the document fees and be issued a temporary receipt, replacing the process with a single transaction. The current facility provided to deliver driver licensing services in Lancaster County is inadequate for the number of customers served, over 100,000 per year. At the beginning of the pandemic, Lancaster County officials separated driver licensing services from vehicle services, moving all driver licensing services to a separate location on West O Street. Later in the year, the decision was made by the county to make the separation permanent. The impact of this transition was a reduction in capacity of workstations from 13 to 8, nearly 40 percent. The resulting impact has been an increase in processing time, significant increases in wait times, and an overall crowded waiting area. The fund reallocation would not result in an increase in fees to customers. Rather, \$3 of each five-year Class O license, Class M license and state identification card would be reallocated from the General Fund to the DMV Cash Fund. Currently, the allocation of the \$24 fee is General Fund \$10.25, DMV Cash Fund \$10.25, and county general fund \$3.50. These funds would be used to primarily, primarily to pay the ongoing expenses for the Service Center. AM1592 is a simple language change to designate the reallocation of fees is to be used to establish and maintain the Driver Licensing Service Center in Lancaster County. I would urge your adoption AM1592 into LB714 and your support of LB714 and its advancement to General File. At this time, I'm happy to answer any questions the committee may have. Thank you.

FRIESEN: Thank you, Director Lahm. Are there any questions from the committee? Seeing none, thank you for your testimony.

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RHONDA LAHM: Thank you.

FRIESEN: Are there any other proponents for LB714? Seeing none, does anyone wish to testify in opposition LB714? Seeing none, anyone wish to testify in a neutral capacity? Seeing none, I think we will with that close the hearing on LB714. With that, we will open the hearing on LB720 and welcome Senator Albrecht.

ALBRECHT: Good afternoon, Chairman Friesen, members of the Transportation Telecommunications Committee. For the record, my name is Joni Albrecht, J-o-n-i A-l-b-r-e-c-h-t. I represent Legislative District 17 in northeast Nebraska, which includes Wayne, Thurston, Dakota, and a portion of Dixon Counties. I've introduced LB720 on behalf of the Nebraska State Patrol and the Nebraska Department of Motor Vehicles. This is a joint update bill introduced annually to keep the DMV and the Nebraska State Patrol consistent with the federal laws and regulations. LB720 adopts the most recent version of the federal laws and regulations in effect as of January 1 of 2022. Advancement of the bill ensures Nebraska remains compliant with federal requirements to receive federal highway funds. Director Lahm of the DMV and Lieutenant Maytum of the Nebraska State Patrol will be testifying after me. They will both provide additional information and specifics regarding the bill. I encourage the advancement of LB720 to General File, and I thank you for your time and attention to the bill.

FRIESEN: Thank you, Senator Albrecht. Are there any questions from the committee? Seeing none, thank you.

ALBRECHT: Thank you.

FRIESEN: Those wishing to testify in favor of LB720. Welcome.

MIKE MAYTUM: Good afternoon, Chairperson Friesen and members of the Transportation and Telecommunications Committee. My name is Mike, M-i-k-e, Maytum, M-a-y-t-u-m. I'm a lieutenant assigned to the Carrier Enforcement Division, and I'm here today on behalf of the Nebraska State Patrol to testify in support of LB720. When the United States Congress passed the Motor Carrier Safety Act, emphasis was placed on states' adoption of uniform safety measures, with the ultimate goal being a reduction in the number of commercial motor vehicle crashes. In order for the state of Nebraska to remain consistent and compliant with these federal requirements, it is necessary to update our commercial vehicle safety regulations annually. This legislation will enable the Nebraska State Patrol to continue enforcing updated federal

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motor carrier safety regulations and the federal hazardous materials regulations. Every day, our troopers strive to make our highway safe. In fiscal year 2021, the Nebraska State Patrol conducted 24,858 roadside inspections, identifying 8,317 violations of driver requirements and requiring that 1,139 inspected drivers be placed out of service; 7,026 vehicles were inspected with an average of 2.67 violations discovered per vehicle and 2,979 vehicles being placed out of service due to serious defects. The roadside inspection program has enabled the state to establish clear guidelines for commercial vehicle operators while ensuring Nebraska State Patrol presence to assist in correction of operators who have vehicle or driver defects. These guidelines create a significant deterrent effect. In addition to our enforcement efforts, public education is a valuable tool the agency uses to improve highway safety. In fiscal year 2021, the Carrier Enforcement Division of the Nebraska State Patrol conducted 64 public education and training events across the state directed at commercial motor vehicle owners and operators in a safe and friendly format. In addition, the Nebraska State Patrol website provides resources to help answer questions about driver requirements, transportation of hazardous materials, and additional information that is pertinent to commercial motor vehicle owners, operators, and the public. I want to thank you for the opportunity to testify on behalf of this bill, and I'll be happy to answer any questions you may have.

FRIESEN: Thank you, Lieutenant Maytum. Any questions from the committee? On just a personal note, I do have a CDL and I do interact with Carrier Enforcement once in a while. I will always say that they have operated in a really professional manner. I appreciate it.

MIKE MAYTUM: Thank you, Senator. You are too kind.

FRIESEN: Thank you for your service. I don't have any questions, so if no one else does, thank you for testifying.

RHONDA LAHM: Good afternoon, Chairman Friesen and members of the Transportation and Telecommunications Committee. I'm Rhonda Lahm, R-h-o-n-d-a L-a-h-m, director of the Department of Motor Vehicles. I'm appearing before you today to offer testimony in support of LB720. I would like to thank Senator Albrecht for introducing LB720 on behalf of the DMV and the State Patrol. This is a joint update bill introduced annually to keep the programs administered by the DMV and the Nebraska State Patrol consistent with federal laws and regulations. LB720 adopts the most recent version of federal laws and regulations in effect as of January 1, 2022, for the Unified Carrier

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Registration Act, the International Registration Plan, the U.S. Patriot Act, rules governing manufactured homes, parking regulations for those persons with disabilities, regulations governing commercial driver's licenses, and regulations governing low-speed vehicles contained within the Federal Motor Vehicle Safety Standards. Maintaining alignment between the federal regulations, state statutes, and operational activities ensures Nebraska remains compliant with federal requirements to receive federal highway funds. I encourage the advancement of LB720 to General File. At this time, I'd be happy to answer any questions the committee may have.

FRIESEN: Thank you, Director Lahm. Any questions from the committee? Seeing none, thank you for your testimony.

RHONDA LAHM: Thank you.

FRIESEN: Any other proponents for LB720? Seeing none, anyone wish to testify in opposition to LB720? Seeing none, anyone wish to testify in a neutral capacity? Seeing none, Senator Albrecht, do you wish to close? Senator Albrecht waives closing. And I don't think we have any letters or anything. So with that, we'll close LB720 and we will close the hearings for the day. And we do want to go onto Executive Session and take just a short break while the room gets cleared.