

TRANSPORTATION COMMITTEE MEETING - Minutes

March 29, 1977

3:20 P.M.

MEMBERS PRESENT: Chairman Hayes Mr. May
Mr. Demers Mr. Jacobsen
Mr. Glover Mrs. Westall

MEMBER ABSENT: Mr. Harmon

GUESTS PRESENT: David N. Inwood
Dorian R. Inwood
Patti Barron, WNCC
Lori Larson, WNCC
John H. Doherty, Lions Club
Ethel Fleischer
Peggy Burnham, UNLV
Beth Palmer, UNLV
John Holmes
Robert M. Hawkins, Lions International District #4
Howard O. Shelhorner, Lions
David Seal, Lions Club
David C. Johnson, Nevada Kidney Foundation
Anton Sohn, President, Washoe Co. Med. Soc.
Geary Bullis, Reno Host Lions Eye Bank, Inc.
Grant Bastian, Highway Department
Ann Hibbs, Nev. Nurses Association
Richard Pugh, State Medical Association
Tom Benedict, WNCC
Nash Sena, Assemblyman
Nick Horn, Assemblyman
James L. Lambert, Nevada Highway Patrol
A. M. Smith, Greyhound Lines, Inc.
Wayne Tetrault, Office of Traffic Safety
John Borda, Office of Traffic Safety
Milt Fleischer, Lions
Howard Hill, Department of Motor Vehicles
Fred Hillerby
Robert Quinn, Nevada Transport Association
Senator Hernstadt
Dale Goodman, Assemblyman
Marion D. Bennett, Assemblyman
Lonie Chaney, Assemblyman

The meeting was convened by Chairman Hayes at 3:20 P.M.

AB 323

Nash Sena, Assemblyman, sponsor of AB 323, presented to the Committee and discussed Amendment No. 48 to subject bill. He stated this change incorporated the suggestions made when the bill was originally heard on March 8, and the suggestions of Mr. Howard Hill (See EXHIBIT A)

Nicholas Horn, Assemblyman, supported Mr. Sena's position. He said that in addition to including recommendations of Mr. Hill and other amendments requested on this measure, Amendment # 48 incorporated that part of AB 337 pertaining to penalties which had been previously discussed. (See EXHIBIT A)

Mr. May moved to amend and do pass AB 323; Mrs. Westall seconded the motion; Chairman Hayes, Mr. May, Mrs. Westall and Mr. Jacobsen voted "yes"; Mr. Glover recorded a "no vote" due to possible conflict of interest; motion carried.

AB 453 and AB 499

Mr. David Inwood, donor, accompanied by his son Dorian Inwood, recipient of a kidney transplant, spoke in favor of these measures. Three years ago Mr. Inwood donated a kidney to son Dorian, and they are living proof that transplants do work. Enactment of these measures would benefit all of the citizens of Nevada. The necessity of living donors to donate parts of their bodies is very painful and very expensive. Their transplants had cost approximately \$40,000, paid by Social Security. With cadavers there would be no pain for the donor and no expense. State and Federal agencies usually subsidize the cost of the transplant, which would be quite small in relation to the benefits derived. Mr. Inwood was of the opinion that doctors might object to this because of inadequate facilities to care for the parts. Religious and moral issues should not be involved. People who object simply do not affix their signatures to the licenses.

Milt Fleischer, District Governor of the Lions Club, spoke in favor of AB 499. The Lions have an eye bank foundation in Reno; he is also involved in California programs of eye retrievals and sight conservation. The weak point in any program is identification of donors, immediate identification. If this information is a part of the driver license, that is, the information and signatures are on the back of the form, identification of potential donors is immediate. What the Lions Club is attempting to do is to implement this program without funding from the State. They have been dedicated to this project for sometime and have set up the machinery for fast retrieval and transport of eyes to insure their timely arrival at needed locations. They are hopeful of receiving many pairs of eyes through this program and they will take care of the funding.

Mr. Robert M. Hawkins, also of the Lions Club, stated that if the legislation is passed, the Lions Clubs throughout the State would help develop the program. Copies of the document, with witness signatures, would be mailed to the foundation facilities in Southern Nevada and Northern Nevada. Conservation of eye sight was a long time project of the Lions Club. Their public relations systems would coordinate the effort with the Highway Patrol, ambulance drivers, doctors, etc.

Mr. May stated he was aware of the wonderful work the Lions Club did in this area. He asked if they were interested in including other anatomical parts in their support of this type of legislation.

Mr. Fleischer stated the inclusion of other anatomical parts in the measure would hamper their program at this time because their program was ready to go and would take time to develop an effective program for retrieval of organs other than eyes. What they could implement and make work was the eye donor program.

Mr. Hawkins added they had been working for over a year on the eye donor program and the expense factor of retrieval and transport of other organs would be prohibitive.

Mr. Glover asked how much money this was going to cost the Lions Club in the next year and was told \$4000. There are 37 states that have the eye donor program on the drivers' license.

Mr. Jacobsen asked if they had any suggestions as to how to identify this driver's license.

Mr. Hawkins said it was to be a clear piece of plastic, the size and dimension to fit upon the back of the Nevada driver's license or identification card and along the two existing borders would be "Lions Eye Donor" with the Lions emblem; and on the other border would be a telephone number with the Lions emblem. If a person dies in automobile accident they would look immediately at the license. The license would be slightly larger than the old driver license. The matter has been discussed with Howard Hill.

Mr. Jacobsen asked the legal responsibilities involving a stolen license with the donor information included thereon. He was told this matter had not been considered.

Mr. Glover asked Col. Lambert if it was standard operating procedure in an accident to check immediately the driver's license of a vehicle fatality.

Col. Lambert, Chief of Nevada Highway Patrol, said they did not search a dead person. That was the coroner's responsibility. The coroners are not long in getting to the scene as they are notified at the same time as the Highway Patrol.

Mr. Dini stated he knew the Lions Club had been working a long time on this and thought they should be commended for their efforts.

Rev. Bennett stated he was in favor of this because the time lapse in retrieval was crucial.

David Johnson, M.D., Nevada Kidney Foundation, stated he was in favor of AB 453 which was an all encompassing bill, not restricted to eyes alone but allowing for all other organs. He wished to clarify a misunderstanding of previous speakers, who were of good intent but were unaware of what was going on in relation to other transplants. There are other retrieval plans existant in Nevada. Beginning in 1975 and to date they have retrieved 40 kidneys of which 32 were successfully transplanted. In Washoe County, in 1975, per capita basis, they had the most active kidney retrieval program in the United States. This measure cannot be restricted just to eyes, but should be all inclusive. Many parts of the body can be retrieved, such as skin, brains, glands, heart, eyes etc. There is no impediencie to getting a program off the ground. Dr. Johnson was in favor of enacting AB 453 or amending AB 499 by striking eye donors and making it organ donors, because both measures are good legislation and the intent of both is good. He objected to the clearing house idea with a central registry as too time consuming and kidneys have to be retrieved within 20 minutes from the time the heart stops. It is imperative that donor information be a part of the driver's license with the signature of the donor witnessed by two others, which makes it a legal document. It should appear as part and parcel of the licenses.

If the Department of Motor Vehicles, for technical reasons cannot make a fold-over license which many states have now, one half to allow for the two signatures and a statement of intent, another method is a sticker affixed to the driver's license which identifies the person as an organ donor and then a second card must be carried, which is distributed at the time of the license, which then allows on separate individual cards the witness signatures, and the intent of the donor. When the original driver's license is distributed the person is given a second card which they may or may not fill out. If they choose to complete the card designating their wish to become a donor, then a sticker is affixed to the license. The Kidney Foundation has cards printed up which are not restrictive to particular parts and will be happy to share their ideas. Dr. Johnson does not think that whomever gets the credit for the effort is important. "The important thing is that we get needed parts for people who desperately need them." This is also a money saving measure as it costs thirty to forty-five thousand dollars a year to keep a person on a kidney machine. Dr. Johnson said he could not speak officially for the Kidney Foundation but he was sure they would contribute to the cost of the printing of the driver's licenses with the donor information. The publicity for this program would be instantaneous because everyone who applied for a license would be made aware of the program.

In response to a question Dr. Johnson said there was not a problem in the area of medical malpractice because this was a legal document with the potential donor's signature and that of two witnesses.

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Mr. Howard Hill, Director of the Department of Motor Vehicles spoke in favor of AB 499. When the bill was drafted some language was omitted. It was the intent that if passed the measure would take effect Sept. 1.

Chapter 451 provides a person must be 18 years of age and this is not covered in the bill. The Department thinks this is a good bill because the system would be worked with a hospital in Las Vegas and one in Reno. Mr. Hill explained his Department's procedures in implementing the bill. The hospital would issue the stickers and keep the records.

Mr. Demers asked if Mr. Hill was in favor of including organs other than eyes in the procedure.

Mr. Hill replied that this would have to be considered but he saw no problem if the Department did not have to maintain records. If there was going to be a cost involved they would have to revise their computer program. AB 499 was acceptable because it involved no cost.

Mr. Glover asked if the sticker was confusing; did it block any information on the license and he was told that it did not.

Anton Sohn, President, Washoe County Medical Society, a pathologist, representing 250 members, said the organization voted unanimously to support retrieval of organs. They felt the measure passed should include all organs. The need of the research facilities was for all parts of the body. As a pathologist, Dr. Sohn is involved in all the transplants.

Mr. May asked that if a person should change his mind about donating anatomical parts, could they do so before the expiration of the driver's license.

Dr. Johnson said if it were a two part license they could tear off the part pertaining to donation of anatomical parts. If it were a sticker type license the donor card could be torn up. If the license is one part and the legal information is on the reverse, the license would have to be sent in for reissue.

Dr. Johnson presented a resolution from the Kidney Foundation. (See EXHIBIT B)

Mr. Jacobsen asked if they could identify body parts that were diseased and was told that this was not always a factor but the parts could be readily examined for disease.

Geary Bullis, Reno Host Lions Eye Bank, Inc., an attorney, spoke of the legal implications of the measure. He stated that the doctors, who donated their time to this program preferred the signature, with witness signatures, appear on the back of the driver's license. He was of the opinion the sticker system was not legal and would not adequately protect the doctors in case of malpractice suits. Mr. Bullis commended the medical doctors for their efforts in this direction. He

said that if today we needed an eye in Nevada, we had to go to San Francisco and get on a list. It was a long wait.

Mr. Demers asked that if a potential donor was on medication, would it adversely effect the transplant.

Dr. Johnson replied that autopsies were performed and he was of the opinion that medication or drug use of the donor would not effect the transplant.

Mr. Jacobsen asked if the vehicle fatality of a donor occurred in a rural area, where in such case the ambulance driver makes the decision of the medical facility to receive the victim, should they have to make the decision to transport to a facility prepared to handle the anatomical parts or would they go to the nearest hospital, the present policy. He was told the driver should go to the facility prepared to handle the body part.

Mr. Bullis stated part of the Lions program included the training of persons over the state to retrieve the eyes so that they could be properly preserved until time of their use. After retrieval the Lions Club had a transport system devised that would insure effective time utilization in getting the eyes to an eye bank.

Ann Hibbs, representing the Nevada Nurses Association, spoke in favor of including all anatomical parts in the retrieval program. She stated if a relative had to be contacted the time interval was too great to save the organs. If the driver licenses included a legal authorization for enucleation it would be unnecessary to contact others. Ms. Hibbs suggested lowering the legal age for donors from 18 to 16 years of age; adding the younger the anatomical part the better for transplant.

Mr. Fleischer stated there had been a lack of communication and the Lions definitely were not against retrieval of any of the anatomical parts. He said they were equipped to coordinate transport of anatomical parts.

Mr. John Holms stated he carried a card stating he was a donor. It was a legal document but his concern was that in case of sudden death the card would be overlooked. The driver's license would be a much more efficient document for this purpose. He suggested putting on the front of the license, in transparent form, the word "donor". He said 37 states now have this program. A number of them used the stickers. If they got into a program where they had to use the back of the driver's license, the Department would have to request the program not begin until after January. If the authorization goes on the license

and this has to go through the computer, there will have to be a fiscal note on the measure.

Fred Hillerby supported both bills. He stated he like Dr. Johnson's suggestion of the separate card containing the donor information. If a person changed his mind about wishing to become a donor he would simply have to destroy the card.

SJR 8

Senator Hernstadt, sponsor of SJR 8, stated the intent was not to imply that the services of the present air carrier serving the Reno-Las Vegas area was inferior. He felt that the number of passengers using the air line warranted another carrier and the competitive factor of more than one carrier was desireable.

Both Reno and Las Vegas are termination destinations. Other companies have expressed interest in serving this area. The Civil Aeronautics Board moves very slowly and this resolution deserves early consideration. Expanded air service would be good for the State.

Mr. Glover asked if this conflicted with the resolution on the same subject already passed.

Mr. Demers, Acting Chairman said in his opinion it did not because it was his understanding a resolution from both Houses was desired.

Mr. May moved to do pass SJR 8; Mr. Glover seconded the motion; Vice Chairman Demers, Mr. Glover, Mr. May, Mr. Jacobsen and Mrs. Westall voted "yes"; motion carried.

Acting Chairman Demers stated SJR 8 was reported out of Committee.

AB 509

Assemblyman Chaney, sponsor of AB 509, said the intent was to exempt the demerit points for speeds under 65 m.p.h. in the rural area of Nevada. There are long stretches of highway in Nevada that is desolate and speeds up to 65 m.p.h. hurt no one or nothing. With the limitation of speed at 55, the death rate in Nevada is climbing. It is almost now double what it was this time last year. Drivers should not get demerits or experience loss of licenses because this is not an unsafe factor.

AB 484

Assemblyman Rhoads, sponsor of AB 484, stated this was pattered after the Montana Law, a state that has so far been successful in not being challenged because of the change. The problem with the present speed limit is the insurance factor. Speeding tickets should not be comparable with other violations. Mr. Rhoads stated further that if the 55 m.p.h. speed limit were upheld there was no need to improve highways so they could be traveled safely at 70 m.p.h.

Mr. Demers presented to the Committee a copy of a telegram received by Governor O'Calaghan from the Secretary of the Department of Transportation. A statement from the telegram "any lessening of penalties" inquest 314

which creates a situation where violators are penalized less now for failing to comply with speed limits than prior to enactment of the 55 m.p.h. law will raise a substantial question as to whether the state is in compliance with 23 USC 141". (See EXHIBIT C)

Assemblyman Rhoads commented, and Assemblyman Dale Goodman reiterated that Nevada did not have penalties for exceeding a speed limit before enactment of the 55 m.p.h. law and that part of the message would not apply.

Mr. Demers stated that in the subcommittee studying the question they adopted the Montana Law, and came up with an amendment that was suggested by Mr. Quinn (original amendment in the minutes of 3-10) which adds Section 4 and reads "If a national energy emergency is proclaimed by the President of the United States or the Board of Directors of the Department of Highways receives official notification that moneys from the Federal Government for highway projects will be terminated unless the national maximum speed limit is enforced, the changes made by this act shall cease to be effective." This is an automatic self-destruct clause.

Mr. Goodman concurred with the amendment.

Grant Bastian, Director of the Highway Department opposed the bills dealing with the 55 m.p.h. limit that were before both bodies. Mr. Bastian had recently attended a meeting of ASSTO. It was the opinion of that group that the administration was currently in the process of finding a state that has a weak 55 m.p.h. speed law and making an example of them. If Nevada takes action now to weaken the law the chances are that they would be included in that action that would be suggested. This involves forty-seven million dollars and that means five thousand jobs.

Mr. Demers stated that the concern of the subcommittee studying the proposed bill is the insurance factor, the unjustified rate increases for speed violations with no accidents or cost involved. If Nevada enacts AB 295, by the time the Federal Government considers the Montana law it will be known whether or not it is going to be enforced.

Chairman Hayes stated perhaps the only true recourse to the Federal domination was to test the law in court.

Mr. Bastian said this was an energy conservation device and the Federal Government could curtail the fuel allocation to the state.

Mrs. Westall questioned the fuel saving factor of the 55 m.p.h. limit.

Chairman Hayes commented there were other areas, mandated by the Federal Government, where a greater fuel saving could be realized.

Mr. Demers asked if enough passed this type of legislation, would it force the Government to recognize the state's objections. He was told by Mr. Bastian that this was not likely.

Mr. Glover asked that if the 55 m.p.h. limit were replaced would there be legislative recourse in the courts if the highway funds were withdrawn. Mr. Bastian could not answer this question. Mr. Glover added the funds would be withheld during the time of litigation, which could be a very long time. He added that AB 295 did not repeal the 55 m.p.h. limit but made the punishment fit the crime.

Mr. Demers commented the State could get an injunction to counteract this.

Mr. John Borda, Director, Office of Traffic Safety, opposing the bills altering the 55 m.p.h. limit, said his concern was the saving of lives and over all the lower speed had saved lives and reduced the seriousness of injuries. He was of the opinion the vehicle fatalities had risen recently because citizens had increased their speeds; the voluntary compliance had decreased. A larger percentage of fatality victims were exceeding 55 m.p.h. in 1977 than 1976. If the law is weakened the speed will increase and more people will be killed. Three years of data prove the effectiveness in life saving; short term increase cannot negate this. The Safety Office did not oppose AJR 13 because they recognize the problems of travel at 55 in the rural areas; and a resolution is the proper method of legislation in this area. He stated further that a weakening of the law would not decrease insurance rates.

Col. James Lambert, Chief, Nevada Highway Patrol, stated he had observed the concern of the Committee on the issue of transplanting organs and a slower speed limit was a greater factor in life saving. This legislation is a reversal of proven life saving actions. Many of these bills propose to increase the speed limit outside the incorporated areas. Unincorporated areas make up the State of Nevada. The citizens would be best served by retaining the 55 m.p.h. limit. It would be better to regulate the insurance companies. He added that if the law were weakened and became a mockery the vehicle fatalities would increase.

Mr. Demers commented on testimony heard at previous meeting, March 10, regarding decrease in highway deaths in Montana and Idaho, states that had enacted legislation similar to that now proposed for Nevada.

Col. Lambert supported Mr. Borda's position - the proper way to handle the situation is by the Resolution to Congress.

Mr. Demers commented the insurance companies were taking advantage of the 55 m.p.h. limit to raise rates. This was not justified.

Mrs. Westall stated the citizens were fed up with restrictions and this was a bill for freedom of choice.

Col. Lambert replied "freedom of choice" that violated rights or endangered others had to be restricted.

Chairman Hayes supported Mrs. Westall's position regarding excess

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restrictions on citizens.

Mr. Jacobsen said "I appreciate your comments. I realize how difficult it is to defend something that we as legislators imposed on you. The approach you take, when the day comes and you sit there and are not concerned, we've got more trouble than we ever bargained for."

The members of the Committee concurred with Mr. Jacobsen's remarks.

Al Smith, District Manager of Greyhound Lines in Reno, stated his primary concern was for the bus passengers. Their records show a decrease in the number and severity of accidents since the 55 m.p.h. limit was enacted. They do not sympathize with, or uphold the position of drivers who receive tickets for exceeding the speed limit.

Robert Quinn, Nevada Transport Association, stated they did not take a position on this question. He recommended that if the legislation were passed the amendment read by Mr. Demers be made a part of it because the way the law is written, a state must be officially notified they are not going to get any funds, before the Highway Board can act. He stated he was very concerned that the Senate passed 311 without the saving clause, because it was irresponsible legislation. This was necessary to the measure.

Chairman Hayes announced to the Committee that the Senate added an amendment to AB 286 and asked if they concurred. The Committee agreed to the amendment unanimously.

Chairman Hayes also announced the bill that was passed AB 323 had not been coordinated with the Department of Motor Vehicles and there was money involved. She asked if it was agreeable to the Committee to hold the bill for a fiscal note. The Committee concurred.

The meeting adjourned at 5:55 P.M.

Respectfully submitted:



M. Robertson, Secretary

ASSEMBLY ACTION

SENATE ACTION

ASSEMBLY / ~~SENATE~~ AMENDMENT BLANK

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Amendments to Assembly / ~~Senate~~
 Bill / ~~JOINT RESOLUTION~~ No. 323 (BDR 43-546)
 Proposed by Committee on Transportation
Sena
Mrs Hayer — *Sena*

1977 Amendment N^o 48



EXHIBIT A

Amend section 1, page 1, line 1, after "Section 1." insert:

"Chapter 482 of NRS is hereby amended by adding thereto a new section which shall read as follows:

1. The department may request an insurer providing motor vehicle insurance required by chapter 698 of NRS to furnish verification that the insurance contract issued by the insurer for a specific motor vehicle is still in effect. The request for verification shall include:

- (a) The name and address of the registered owner of the motor vehicle;
- (b) The identifying number, if any, of the insurance contract; and
- (c) A description of the motor vehicle.

2. The insurer shall, within 30 days after receipt of the request, notify the department, if such is the case, that the insurance contract is no longer in effect or that changes have been made which reduce liability coverage of the insured below the amount required by law. If an insurance contract is in effect and coverage is adequate, the insurer is not required to send notification.

3. The department shall establish procedures for determining when notices of verification are sent to insurers.

Sec. 2."

Amend sec. 1, page 2, delete lines 1 through 5 and insert:

(e) A signed declaration by the applicant that he has and will maintain the security [as] required by chapter 698 of NRS covering the motor vehicle to be registered.

(f) A signed statement containing the name and address of the insurer and the identifying number, if any, of the insurance contract."

Amend sec. 2, page 2, line 15, delete "Sec. 2." and insert "Sec. 3."

Amend sec. 2, page 2, delete lines 30 through 35 and insert:

"county assessor under the provisions of this section shall include : [a]

(a) A signed declaration by the applicant that he has and will maintain the security [as] required by chapter 698 of NRS covering the motor vehicle to be registered [.] ; and

(b) A signed statement containing the name and address of the insurer and the identifying number, if any, of the insurance contract."

Amend sec. 2, page 3, after line 3 insert:

6. The department shall refuse to renew the registration of any motor vehicle whenever it has received notice that an insurance policy which provides mandatory motor vehicle insurance coverage has been canceled or has had changes made to the policy which reduce the liability coverage of the applicant below the amount required by law and the applicant has failed to provide the department with satisfactory evidence that he has reacquired coverage of the vehicle."

Amend the bill as whole by adding new sections, designated sections 4, 5 and 6 following section 2, to read as follows:

"Sec. 4. NRS 482.465 is hereby amended to read as follows:

482.465 1. The department shall rescind and cancel the registration of a vehicle whenever the person to whom the certificate of registration or license plates therefor have been issued makes or permits to be made any unlawful use of the certificate or plates or permits the use thereof

by a person not entitled thereto.

2. The department shall cancel a certificate of ownership or certificate of registration and license plates which have been issued erroneously or improperly, or obtained illegally.

3. The department shall suspend the registration of any motor vehicle upon receipt of notice from an insurance carrier that a policy which provides mandatory motor vehicle insurance coverage for such vehicle has been canceled or has had changes made to the policy which reduce the liability coverage of the insured below the amount required by law. The department shall give written notice of such suspension to the person to whom the vehicle is registered. If, after 30 days, the department has not received satisfactory evidence that security covering the motor vehicle has been reacquired, it shall cancel the certificate of registration and the license plates of such vehicle.

4. Upon rescission or cancellation of the certificate of ownership or of the certificate of registration and license plates, the affected certificate or certificate and plates shall be returned to the department upon receipt of notice of rescission or cancellation.

Sec. 5. NRS 484.263 is hereby amended to read as follows:

484.263 1. It is unlawful for any person knowingly to operate a motor vehicle registered in this state without having security covering the vehicle as required by chapter 698 of NRS.

2. Upon conviction of a person who violates the provisions of this section, the court may order that his license to operate a motor vehicle in this state be suspended by the department of motor vehicles for a

period of not less than 30 days nor more than 1 year.

Sec. 6. Chapter 698 of NRS is hereby amended by adding thereto a new section which shall read as follows:

Every insurance carrier which has written a policy of insurance providing coverage for a motor vehicle registered in this state in accordance with the provisions of this chapter shall notify the department of motor vehicles, on a form provided by the department, whenever the policy is canceled or any changes made which reduce the insured's liability coverage below the amount required by law."



KIDNEY FOUNDATION of NEVADA

An affiliate of the National Kidney Foundation

1000 So. Third St., Suite B • Box 14294 • Las Vegas, Nevada 89104

Telephone (702) 382-8017

1171017

EXHIBIT B

WHEREAS fifty million Americans die each year from End Stage Renal Disease of whom eight thousand would be ideal candidates for treatment through Kidney Transplantation, an approved form of treatment for patients who do not have sufficient renal function to support life, and when such a condition is permanent and irreversible

AND WHEREAS Donor kidneys from deceased persons constitute 68.4% of the worldwide total, and the UNIFORM ANATOMICAL GIFTS ACT provides for donation of all or any parts of the body (corneas, kidneys, and other vital organs and tissues) after death for purposes of Transplantation, Therapy, Medical Research or Education

AND WHEREAS the Donor may specify, while alive, any organs or parts he wishes to donate on the Uniform Organ Donor Card

THEREFORE BE IT RESOLVED that the KIDNEY FOUNDATION OF NEVADA gives its vote of support for an ACT concerning DRIVERS LICENSES - DONATION OF BODY ORGANS -

THAT THE MOTOR VEHICLE ADMINISTRATION OF THE STATE OF NEVADA PROVIDE A METHOD OF NOTATION ON THE LICENSE PERMITTING A PERSON MAKING APPLICATION FOR A LICENSE, OR RENEWAL THEREOF to DESIGNATE his or her donation

The DESIGNATION shall constitute sufficient legal authority for the removal of a body organ or part upon the person's death.

Dated this 23rd day of February, 1977.

Signature of Alan W. Busby, M.D.
ALAN W. BUSBY, M.D.
President

Signature of Gary L. Kantor, M.D.
GARY L. KANTOR, M.D.
Chairman - Medical Advisory Board

MAR 18 1977

MEDICAL ASSOCIATES, LIMITED

INTERNAL MEDICINE
CLAUDE M. BELCOURT, M.D.
FRANK E. ROBERTS, M.D.

HYPERTENSION AND NEPHROLOGY
PAUL S. CLARK, M.D.
DAVID C. JOHNSON, M.D.

March 15th, 1977

Mr. Richard Pugh
Washoe County Medical Society
3660 Baker Lane
Reno, Nevada 89509

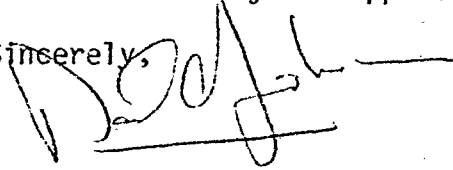
Re: Legislation on Drivers Licenses
and Organ Donation

Dear Rick:

Enclosed is a letter of endorsement from the Kidney Foundation of Nevada to support legislation to facilitate retrieval of vital organs for transplantation purposes.

I would appreciate it if you could see that it gets into the hands of whomever is introducing this legislation. In addition, please convey to the author of this legislation that I would be happy to provide testimony in support of it should it be required.

Sincerely,



David C. Johnson, M.D.

DCJ:mct/smm
Enclosure

Telegram

REPAIRS (1940) 11-5271740397) PD 33/38/77 1936

TLX GRAPHSCAN EGM

ZCZCP9

PMS HON. MIKE O CALLAGHAN

GOVERNOR OF NEVADA

CARSON CITY, NEVADA

EXHIBIT C

THE FOLLOWING IS A CORRECTED COPY OF MAILGRAM SENT 3/26/77:
PROPOSALS HAVE BEEN INTRODUCED IN MANY STATE LEGISLATURES
CONCERNING THE NATIONAL MAXIMUM SPEED LIMIT. IN ORDER TO
FORESTALL CONFUSION AS TO THE FEDERAL COMMITMENT TO THE 55
M.P.H. SPEED LIMIT, I ENLIST YOUR SUPPORT IN COMMUNICATING
TO YOUR LEGISLATURE AND THE PUBLIC MY POSITION ON THAT LAW.

354291 (25-69)

Telegram

I REMAIN COMMITTED TO THE 55 M.P.H. SPEED LIMIT. THE CONTINUED
DEPENDENCE UPON FOREIGN ENERGY SOURCES UNDERLIES THE CONSERVATION
ROLE OF THE LIMIT, AND THE CONTINUED SAVINGS OF LIFE REFLECTED IN
THE FATALITY REDUCTION RATE HIGHLIGHT THE IMPORTANCE OF THE SPEED
LIMIT AS A NATIONAL REQUIREMENT.

ACCORDINGLY, THE ENACTMENT OF ANY HIGHER SPEED LIMIT WILL INDICATE
YOUR NONCOMPLIANCE WITH 23 USC 154 AND RESULT IN THE IMMEDIATE
CESSATION OF PROJECT APPROVAL UNDER 23 USC 106.

IN ORDER TO ACHIEVE A 55 M.P.H. SPEED LIMIT, A STRONG ENFORCEMENT
POSTURE IS NECESSARY. THIS INCLUDES A LAW WITH STRICT PENALTIES
FOR VIOLATORS. ANY LESSENING OF PENALTIES WHICH CREATES A

SITUATION WHERE VIOLATORS ARE PENALIZED LESS NOW FOR FAILING TO
COMPLY WITH SPEED LIMITS THAN PRIOR TO ENACTMENT OF THE 55 M.P.H.
LAW WILL RAISE A SUBSTANTIAL QUESTION AS TO WHETHER THE STATE
IS IN COMPLIANCE WITH 23 USC 141.

EROCK ADAMS
SECRETARY OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION
WASHINGTON DC 20590
TLX 89-2427
NNNN

851251 (85-49)



Nevada Legislature

TO: Chairman Hayes
Transportation Committee

FROM: Robert R. Barengo,
Chairman Judiciary Committee

DATE: March 29, 1977

M E M O R A N D U M

Prior to any witness testifying, you should inform them of the following:

- 1) Pursuant to NRS 218.535, this is a formal hearing and you will be required to swear or affirm to testify truthfully.
- 2) You are informing the witness that they would testify truthfully and this will be done either by oath or affirmation administered in a form calculated to awaken the witnesses' conscience and impress upon his mind the duty to testify truthfully.

The oath or affirmation should contain the following:

You, name , do solemnly swear or affirm that the testimony and evidence you shall give before the Transportation Committee of the Nevada Assembly shall be the truth, the whole truth, and nothing but the truth; and the witness shall assent by affirming, "I do".

Pursuant to NRS 218.535, the procedure is for the Chairman to read the first two paragraphs and then administer the oath or affirmation contained in the above, paragraph 3.

If you have any questions regarding this matter, please do not hesitate to contact me.

/ap

TRANSPORTATION
LEGISLATION ACTION

E AB. 323 - 3-29-77
SUBJECT Mandatory Insurance (proof of) AB-323

MOTION:

Do Pass Amend Indefinitely Postpone _____ Reconsider _____

Moved By Mr. May Seconded By Mrs. Westall

AMENDMENT: # 48

Moved By _____ Seconded By _____

AMENDMENT: _____

Moved BY _____ Seconded By _____

VOTE:	<u>MOTION</u>		<u>AMEND</u>		<u>AMEND</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
HAYES	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____
DEMERS	_____	_____	_____	_____	_____	_____
GLOVER	<u>No vote</u>		_____	_____	_____	_____
HARMON	_____	_____	_____	_____	_____	_____
MAY	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____
JACOBSEN	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____
WESTALL	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____

TALLY: 4 1-NV. 0-nays

ORIGINAL MOTION: Passed Defeated _____ Withdrawn _____

AMENDED & PASSED _____ AMENDED & DEFEATED _____

AMENDED & PASSED _____ AMENDED & DEFEATED _____

Attached to Minutes _____

TRANSPORTATION
LEGISLATION ACTION

E SSR-8 March 29, 1977

SUBJECT Air carrier service - SSR-8

MOTION:

Do Pass Amend Indefinitely Postpone Reconsider

Moved By Mr. May Seconded By Glover

AMENDMENT:

Moved By _____ Seconded By _____

AMENDMENT:

Moved BY _____ Seconded By _____

VOTE:

MOTION

AMEND

AMEND

Yes

No

Yes

No

Yes

No

HAYES

DEMERS

L

GLOVER

L

HARMON

MAY

L

JACOBSEN

L

WESTALL

L

TALLY:

ORIGINAL MOTION: Passed _____ Defeated _____ Withdrawn _____

AMENDED & PASSED _____ AMENDED & DEFEATED _____

AMENDED & PASSED _____ AMENDED & DEFEATED _____

Attached to Minutes _____

3-29

GUEST LIST

<u>NAME</u> (Please print)	<u>REPRESENTING</u>	<u>IF YOU WISH TO SPEAK</u>	
		Pro	Con
✓ DAVID N. INWOOD	Self	X	
✓ DORIAN R. INWOOD	Self	X	
FATTI BARRON	WNCC	X	
Lori Larson	WNCC		
John & Dorothy	Self Lions		
✓ Ethel Harscher	self		
Peggy Burnham	UNLV		
Bill Palmer	UNLV		
✓ JOHN HOLMES	SELF	453	499-
Robert M. Hawkins	Lions International ⁴⁹⁹ Dist 4N	X	
Ronald Ocklerman	Lions Int		
Frank Mead	Team 4N Club Sec.		
✓ DAVID C. JOHNSON	Nevada Kidney Found ⁴⁹⁹	453	499X-
✓ ANTON SOHN ⁹	WASHOE CO MED SOC. PRESIDENT	453	499X-
✓ Mary Bullis	Reno Host Home Engg	453	499X
✓ Grant Eastman	Avy Dept. ^{AB 484} 295		
✓ Ann Hayes Hibbs	Nev Mrs. Assoc	453	499
Mary Butts			
Richard Hugh	State Med Assoc		
Tom Benedict	WNCC		
Nash Sena & Nick Horn	Assemblymen	373	
James J. Lambert	NEVADA Highway Patrol		295 509
AMSu.H	GREYHOUND Lines Inc		485

