

Assembly

MINUTES OF MEETING - TRANSPORTATION COMMITTEE - 55TH NEVADA ASSEMBLY
SESSION - FEBRUARY 26, 1969

Present: B. Hafen, Kean, Wood, Howard, Ashworth and Tyson

Absent: Glaser

Also Present: Robert Guinn and Daryl Capurro, Nevada Motor
Transport Association and the Nevada Franchise
Auto Dealers Association.

Chairman Hafen convened the meeting at 10:00 a.m. and Kean stated that before going into the other matters, he would like to move A.B. 125, requiring weighmasters to obtain certain information in issuing weight certificates, out with a Do Pass. This bill was inadvertently placed in Transportation and should have been referred to Agriculture. Discussion and unanimously carried.

Chairman Hafen presented B.D.R. 43-1368, authorizing state-military reciprocity in suspension of driving privileges. He noted that this proposal was at the request of the highway department and Kean moved that the committee introduce BDR 43-1368; unanimously carried.

BDR 20-1500, modifying procedures for reconveying certain donated county land to the donor. After consideration, it was determined that this bill should not have been presented to this committee. Kean noted that it most likely had to do with occasions where land is donated for public use and if not used within a certain length of time, it reverts back to the donor.

BDR 35-924, revising procedures for reimbursement of highway fund. Chairman Hafen read the bill and Kean moved that the bill be introduced as a committee measure; seconded by Wood and unanimously carried.

Hafen then addressed the committee and asked them to please contact him if they have any problems. He said some people evidently felt the bills were not coming out of committee fast enough. He noted that the committee only had received a total of 22 bills and they did not reach committee until the last two weeks. Of those 22 bills four have been postponed and a possible 8 more could be postponed. 10 of the bills were the highway package of which one was the rules of the road bill; Tyson's bill was being taken care of and a new bill was due on the PX plates. Hafen asked what the concern was here.

Mr. Guinn noted that his concern was because there were not only the package of bills in committee now, but there are another 25 or 30 bills not even introduced yet. Hafen said in his opinion there should be a rule prohibiting any bills to be introduced after 40 days into the session.

Guinn said there were all of the PSC bills to be introduced yet; they were somewhere in the bill drafter's office; there were many amendments due and the taxi cab legislation would require many hearings. He said he was afraid if they did not keep on top of the bills, they would get lost in the shuffle.

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Mr. Wood stated that he had talked with the bill drafter's office and they had indicated that they have about 980 more bills to be worked on. But there is no way the committee can do anything until they are assigned.

Howard said he was aware of what the chairman was up against. He said Mr. Bailey had a bunch of bills that the committee should be aware of too. Then the PSC shows up and tells us to get the bills into committee. Howard felt the PSC should have gone to the chairman and discussed this with him.

Kean noted that the PSC had been there yesterday and Ashworth said the PSC has been in Las Vegas for the last two weeks working on the taxi cab situation and in his opinion, there was no reason why they should be expected to drop everything for them now.

Hafen said he did not know what the problems were but asked that they please come to him on it.

Wood noted that the Commerce Committee was meeting on Tuesday and Thursday at 10:00 and with the Transportation Committee now meeting at those times, it would cause a problem for him. Hafen said his problem was that the committee has three members of the Ways and Means Committee and only one member of the Commerce Committee. Therefore, he had no choice but to use those meeting times. Kean suggested possibly remaining in meeting during the lunch hour and Ashworth noted that with him being Clark County Delegation Chairman, he had allotted his lunch hours to them.

Howard suggested he approach the Ways and Means Committee to see if they would be willing to meet from 8:00 to 9:30 on Monday, Wednesday and Friday and in that way, the Commerce Committee could meet at 10:00 on Tuesday and Thursday and Transportation could meet at 10:00 on Monday, Wednesday and Friday. All members agreed that this would be functional if the Ways and Means Committee would cooperate.

Hafen noted that the forthcoming taxi-cab legislation was going to be a big bill and asked the committee if they would like to meet jointly with the Senate on the hearings. Howard said he felt they should get the hearings out of the way as soon as possible to enable study of the bill. Mr. Guinn said he felt it would be convenient for all persons involved.

A.B. 413, removing requirement that vehicle registration certificates be displayed.

Mr. Guinn noted that this bill was proposed due to the groups of thieves who are taking advantage of the registration being in sight. They will check the expensive makes of cars and if the registration shows that the car belongs to someone from another city, that is their cue. They contact their friends in the other city who phones the home. If no one answers, they break into the home. This is similar to a bill passed in California last year and has some very

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good points to it. He said if the committee wanted to have a hearing, they might invite Mr. Lambert, head of the enforcement department of the Motor Vehicle Division and possibly Mr. Young and Mr. Lamb with the law enforcement sections.

Ashworth moved that A.B. 413 be referred out with a Do Pass; motion seconded by Howard and unanimously carried.

A.B. 419, authorizing state highway engineer to provide certain information at highway safety rest areas.

Hafen asked if the committee wanted the engineer to address them in a hearing on this bill and then stated that there were no funds involved here. Howard explained that the bill was proposed by the Department of Economic Development and provided that commercial advertising signs could be placed in the rest areas along the highway. He noted that the advertiser would pay for this service and it would be a good program as far as tourism was concerned.

Ashworth moved that A.B. 419 be referred out with a Do Pass; motion seconded by Tyson and unanimously carried.

Hafen requested the bills be presented on the floor as follows:

A.B. 419 by Mr. Howard;
A.B. 125 by Mr. Kean and
A.B. 413 by Tyson

Mr. Guinn suggested that they request Mr. McDonald or someone else from the Counsel Bureau to speak on the Rules of the Road bill when it was time. He noted that the alternate PX Plates bill would be discussed at a meeting in Las Vegas this week and that he would report back on it. He said, however, the ones attending the meeting would most likely be those in favor of the bill; but the ones who did not attend would be the ones getting the increase. Therefore, it would have to be taken into consideration when he returns with the results of the meeting.

Wood asked if this bill, A.B. 271 had been revised other than those amendments already recommended and Mr. Guinn said after going over the bill further with Mr. Grant Davis, they found some things that were missed the first time around.

Hafen announced that he had set a meeting for Thursday with the idea of presenting the Rules of the Road Bill. However, in view of the conflicts, he wondered if they preferred to wait for a full board. Ashworth felt they should have a full board on this bill.

Discussion was held on the areas involved in the rules of the road bill; implied consent on blood-alcohol contents, etc. and Mr. Guinn stated that in the bill the rate is still 0.15. He said maybe in the next two years, there will be something else needed in this bill, and that if the smog control had not been established, the federal government would have imposed their standards requiring the installation of the control and that it be in good working condition.

Hafen asked if these could not all be studied together and Guinn noted that in the highway package there were bills relating to the automobile manufacturers and dealers. He asked Hafen if he had been in contact with the manufacturers and Hafen replied that he had been contacted by Ford Company in Las Vegas. He said they have one of the 10 bills in the package.

A.B. 316, permits use of school buses for certain additional activities.

Wood stated he believed this bill should be discussed in conjunction with his A.B. 129, restricting use of school vehicles. He said the problems arising are from the fact that school buses are being used for transportation for other than school affairs. And they are charging for this service. He said that three years ago when the head start program came in, the federal government made arrangements with the bus companies in Reno during the months between June and September for their services in the head start program. The second year after it began, the Washoe County School system got in touch with Washington for the business. The federal government is paying for these services. He noted further that the services of the buses were not charged for in the past, but that now they are charging the children for the transportation. Therefore, it is an encroachment on the private industry. He noted also that this is not an isolated situation; the same problems exist in Clark County. As an example he noted that for some 14 years, his company had operated the junior ski program which has since grown into the world's largest ski program. The Washoe County School system has made overtures to the department in Reno to take over the program.

Possibilities of alleviating this problem were discussed and Hafen said maybe there should be a bill to the affect that they can use the school buses for certain activities only in the rural areas. Maybe there should be a six mile limit or so. Ashworth said he felt this was an explosive situation and wondered if it was advisable to do anything like that. He felt there might be a possibility of handling the matter by cutting off funds and he agreed that the school districts should not be in the public carrier business. He stated that there was no problem in the smaller counties and actually is only a problem in Clark and Washoe Counties. Ashworth said he would support a bill prohibiting the use of school buses for other activities where the public carrier is available, but not in the smaller areas where the public carriers are not.

Mr. Howard said that in Elko County they have occasion to charge the students for the transportation in school buses. He said the fee from Elko to Humbolt is \$5.25 per student on the public carrier, but the school charges \$1.25 per student. Usually the public carrier is not available when it is needed also.

Ashworth said in his opinion it was good in the small counties and a flagrant violation in the large counties. Maybe a bill defining them would be best.

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Howard said that before the school decided to do this in Elko, the kids used to follow the bus in a car. There were occasions where the kids would get in an accident and even get killed. We felt if they were going to go to the sporting events, they should ride in the buses.

Wood said as long as the schools were allowed to charge for this transportation service it would be difficult to get them to stop. Ashworth said they would probably come back to Ways and Means next time to get a raise in funds to furnish these services then. Wood concluded by saying that if something was not done about it we would have the same situation that we have with the taxi cabs right now.

Ashworth suggested that a sub-committee be formed of Kean, Howard and Wood for the purpose of studying A.B. 129 and A.B. 316.

Wood stated further that there was a move underway to raise the speed for school buses to 75 mph. Howard said he did not see how that was possible, since the schools had turned down the requested speed of 60 mph prior to this session. Guinn said he believed they were all dead set against this in view of the equipment which is not capable of these speeds. Guinn said he believed they had the support of the Board of Education on holding the speed to 50 mph.

Wood said it is a fact that they have organized a School Bus Transport Directors Association which is a national and state organization. They met in Elko last April and Las Vegas in October and the Directors are coming to this session to request a raise in the speed limit. He stated further that he could see some kind of court action arising from this school bus situation in the near future.

Hafen noted Ashworth's motion for sub-committee study on these bills and asked Howard if he would object. Howard had no objections and motion was seconded by Tyson and unanimously carried.

Mr. Kean then presented some bills from the clerk's desk and noted they were PSC and ICC bills.

Guinn asked if there was a provision for setting up a special fund for plate registration and Kean said he did not think so.

Guinn said he believed there was a bill due wherein every power unit which gets plates will pay \$2 and the funds will be earmarked for the use of the inspector. He said he was afraid by bringing in the issue, there may be a question whether or not this procedure is constitutionally acceptable.

Kean stated that upon talking with Mr. Daykin about this, he had said he did not see any problems arising from this.

Ashworth then noted the section wherein it referred to the police powers. He said in his opinion, they are pinning badges on everyone and it is unnecessary. Further discussion was held and it was determined that this referred only to those chapters cited therein.

Wood moved that the proposed bill _____ be introduced by the committee and referred back to them; Kean seconded the motion and carried with vote 5 for and 1 against.

Kean suggested requesting Mr. Ed Brice to testify on this matter when hearing is held.

Guinn requested that A.B. 167 be included when the Rules of the Road bills are presented.

Ashworth moved that the meeting be adjourned; seconded by Kean and unanimously carried.