

Assembly

MINUTES OF MEETING - COMMITTEE ON TRANSPORTATION - 55TH NEVADA
ASSEMBLY SESSION - MARCH 7, 1969

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

Absent: Glaser

Also Present: James Bailey, Department of Motor Vehicles;
Thomas Cook, Deputy Attorney General's Office
assigned to the Motor Vehicle Department;
Robert Guinn and Daryl Capurro, Nevada Motor
Transport Association and the Nevada Franchise
Auto Dealers Association;
E.H. Shoup, Chairman Nevada Highway Users
Conference;
Representatives of the Press.

Chairman Hafen convened the meeting at 11:45 a.m.

A.B. 265, requiring prescriber of drugs to inform user if dangerous
when using vehicle.

Ashworth that A.B. 265 be indefinitely postponed;
Motion seconded by Tyson;
Unanimously carried.

A.B. 263, separates offenses of drunk driving and under influence
of drugs.

Ashworth moved for a Do Pass on A.B. 263;
Motion seconded by Tyson;
Unanimously carried.

A.B. 268, enacts implied consent to chemical test for alcoholic
content of blood law.

Tyson moved for a Do Pass on A.B. 268;
Motion seconded by Ashworth;
Unanimously carried.

Chairman Hafen noted that there would be a hearing held on A.B. 267
with the automobile dealers and manufacturers soon.

A.B. 270, provides single licenses for drivers.

Bailey noted that in their survey there is 50% compliance at the
present time with the Highway Safety Program. A.B. 270 will provide
one of the feathers which is most lacking which is the qualified
licenses. This bill gives permissive legislation for the purpose
of covering this portion of the program. In this respect we will
be following California law. In the March 3 meeting, it had been
provided that a list of qualifications which the department would
follow in their classification of licenses would be attached to the
minutes. Bailey further noted that there was a need for a medical

March 7, 1969

advisory board which was available but not yet in operation. Kean asked if they would need additional funds for this board and Bailey said no this is a "free gratis" thing on the part of the medical men. There are certain doctors who can be called upon when the need arises.

He noted that there is an increase called for in the licenses however. Regular licenses would go to \$6 and licenses for persons over 65 years of age are \$3. Reinstatement remains at \$5 and duplicate, change of name and change of address remain at \$1 respectively. The reason for the increase is due to the survey made over the last few years with regard to revenue vs. cost of operation and this showed the license division has been operating at a loss. The lowest point was prior to 1967. In 1967-68, it started showing an increase because those people with 5 year licenses were beginning to need renewals. The revenue should continue to increase as these licenses come due. Those funds which were needed in 1966 and on were taken from other divisions of the department. The cost to the division runs about \$300,000 a year. This requested increase and the changing of 5 year to 4 year licenses should put the division on an equal basis.

Kean said he could see where the division would not only be doubling their income but adding 20% besides. Bailey said there is going to be an increase in expense due to the qualification of licenses. Guinn noted that the examination costs will increase because they will be given more often also. Some people will not feel this increase for 3 to 5 years from now because they may not have an expired license until that time. Howard asked Bailey if he intended to amend that portion regarding license exemptions and Bailey said they were just about ready.

Written examinations have been determined too costly for the department. By use of this system, the examinations would take approximately 45 minutes compared to the 5 minutes it now takes. An amendment would be needed in this respect. Chairman Hafen asked if they would still be complying with the federal standards without this written examination and Bailey said even though we would not be complying in this respect, they would be covering the majority of them. Most of the changes would be done by administrative procedures. Also, Nevada is already in the Western Drivers Compact.

Kean noted that there was a possibility of getting some trouble from the floor on the increase of these fees. Bailey stated that he did not understand why. After all, look how many people buy hunting licenses which they can use for only a short length of time compared to the use they receive from their drivers licenses all year around.

Ashworth said by the time people have their licenses expire, which can be anywhere from 3 to 5 years from now, inflation and cost of operation will be up even higher than they are now. It all depends on how much people feel their right to drive is worth. Wood noted

that the legislators are already receiving phone calls in opposition to the increase in operators licenses. Bailey noted that regardless of anything the division should be self-supporting.

Kean suggested that had they requested \$7 the floor might have reduced it to \$6, but the possibilities are very good that they may reduce this back to \$4. Howard noted that he had paid more for his licenses before this proposal some years ago. At one time the licenses were \$6 for 6 years.

Ashworth moved that the committee express concurrence with the increase on the license fees; Kean seconded the motion and unanimously carried.

Kean then moved that the committee express concurrence with the decrease in effective license period from 5 to 4 years; motion seconded by Wood and unanimously carried.

Ashworth moved that they delete that portion referring to the requirement for written examination on page 10, line 2 "and knowledge of the traffic laws." and insert a period after the word "eyesight". Motion seconded by Wood and unanimously carried.

Bailey explained that portion on Page 10 referring to unvalidated renewal licenses. There has been confusion in the past with regard to this law wherein some people have believed that was their validated license and did not go to the department for renewal.

Guinn suggested that the people be authorized in the division to issue licenses rather than having to wait for the department to send them out weeks later. If the license could be prepared at the same time the notice of expiration goes out, when the individual arrives for the test, he could pick up his license at the same time. Bailey noted that there was a move for the sale of plastic-coated licenses and this might aid them in this respect.

Kean asked Bailey if they intended to handle the matter with regard to the unexpired licenses prior to the new qualification and Bailey said they intended to have this amended also.

Guinn said with the change to three classifications of licenses, they would have to have three license forms prepared. He stated there was no way for them to continue the field tests. There are no truck-trailer combinations available to the department. They cannot be borrowed. Therefore, in his opinion, it is necessary to follow the California act which allows an affidavit from a former employer to be used in the place of driving tests.

Kean noted that this had been discussed before and thought the idea of the department authorizing commercial companies to give these tests would be the best. In the event an employer hired a

a man from California and needed him immediately, the commercial outfits could do this the most expeditiously. Guinn noted that if they did this, they would have to compensate the companies for their services. Kean said he could see no other way to do it. It would be extremely difficult to find an available diesel truck for the test. Wood said he was afraid they might run into some conflict with the labor unions if they did this.

Guinn noted that if a guy is applying for operation of heavy-duty equipment, he must have worked with them at sometime in the past so he should have access to an affidavit. Some people are trained on the job - they start at the bottom and work their way up to the bigger rigs. The man's employer can certify him either when he qualifies or when he leaves the job. There is always the possibility of there being hard feelings between them when they terminate employment, but the person desiring to hire the man can give him the test and certify him as to ability. Otherwise he would just have to make arrangements to obtain a truck.

Ashworth asked if there were any provisions for student licenses. If a guy wanted to start driving diesels, how would he go about it if he did not have a permit. Hafen asked what California did in this respect and Bailey said California requires either an affidavit or else the applicant must come up with a diesel for the test.

Ashworth noted that persons coming in from other states actually have a valid license if there is a reciprocity agreement between the two states. He felt the discussion was getting into fields which were not involved.

Cook noted that Page 6, line 23, provides for the driver's permits on any type of license. This would include a diesel permit and would allow 8 months of training.

Chairman Hafen reminded Bailey that there was a considerable amount of amendments due on this bill and asked him to check with the committee during the time the amendments were being drafted.

Meeting adjourned.

AGENDA FOR COMMITTEE ON TRANSPORTATION

February 28,

Date Mar. 3, 5, & 7 Time 10:00 a.m. Room 32

Bills or Resolutions
to be considered

Subject

Counsel
requested*

TEN BILL PACKAGE ON HIGHWAY SAFETY

(Witnesses: Grant Davis, Jim Bailey & Staff and

Robert Guinn)

A.B. 262

Power Cycles

A.B. 264

Power Cycles

(Witnesses: Department of Motor Vehicles)

A.B. 263

Separate offenses for drug addicts

A.B. 265

Notify user of affect of medicine

A.B. 268

Implied consent

(Witnesses: Nelsen Neff, Grant Davis and

Jim Bailey)

A.B. 270

Drivers licenses

(Witnesses: License Division Man from

Motor Vehicle Department

A.B. 269

Equipment on Vehicles

A.B. 271

Rules of the Road

(Witnesses: Roland Oakes, Bob Guinn and DMV enforce-
ment people)

***Please do not ask for counsel unless necessary.**

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ASSEMBLY

31

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