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MINUTES OF TRANSPORTATION COMMITTEE MEETING - 56TH NEVADA  
ASSEMBLY SESSION - FEBRUARY 25, 1971

Present: Lowman, Kean, Howard, Ashworth, Prince and  
Valentine

Excused: F. Young

Also Present: Grant Davis, Counsel.

Chairman Lowman convened the meeting of the Transportation Committee with representatives of various companies and organizations present to testify on bills A.B. 291, 292, 120, 258, 376, 338 and 285 at 10:20 a.m. in Room 240.

The Chairman called for proponents of bill A.B. 292.

A.B. 292 - Expands provisions relating to staggered registration of motor vehicles and clarifies registration period.

Winston Richards, Motor Carrier Division, Department of Motor Vehicles, is in favor of this bill. (See attached statement.)

Richard Herz, Chief, Registration Division, is in favor of the bill because the public wants it. Since passenger vehicles are on a staggered system, the public also would like trucks on a staggered system. They are presently on an annual registration period. It would even out their workload over the 12-month period.

Ashworth said that the fleet operator could elect which registration date he would like.

Herz felt it could be worked out.

Richards advised that if this was done, the last two amendments which he submitted would have to be deleted.

Valentine said that designation of fleet registration could be taken out of the law.

Richards suggested keeping in on Page 1, line 5, 706.830 to 706.860.

Harry Winkelman, Assessor from Douglas County, is in favor of the bill. Assessment is in December along with motor vehicle registration. If the trucks were put on a staggered system, it would help the assessors. The public is very interested in the staggered system.

Leroy Warden, Assessor from Lyon County, is in favor of this bill. It would cut their workload in December. Approximately 90% of the people in his county are in favor of the staggered system. It has worked very well for automobiles.

Howard Hill, Director, Department of Motor Vehicles, advised that the staggered system for passenger cars has worked out very well and that is why they are interested in this bill. A trip by the Department in January to Las Vegas proved that it was not busy during the registration grace period.

Valentine felt there should not be a grace period.

Hill said the staggered system has taken care of this matter.

Winkelman felt no grace period for out-of-state cars should be honored.

Valentine advised that we presently honor out-of-state plates to the expiration date of the plate.

Bob Guinn, Nevada Motor Transportation Association, advised under the Interstate Compact nothing could be put into the law to not honor the registration date of other states.

Winkelman advised that the statutes state that after the expiration date a penalty fee will be charged.

Ashworth felt that when a registrant from out of state applies for registration during his state's grace period it should be honored. He believes our law should be changed to grant the grace period of other states.

Chairman Lowman called for opponents of A.B. 292.

Guinn was in opposition to the bill. The agreement with the staggered system when it was put into the law specifically excluding commercial vehicles. Cars in interstate commerce must have a common registration date when they have to go through other states. He proposed an amendment. (See attached sheet.)

Virgil Anderson, American Automobile Association, stated he had no position for or against this bill. He felt that Page 1, line 10, eliminates an important savings clause for insurance. If enacted, an amendment would take care of it to grandfather in those units prior to July 1, 1969, which continued to be registered on their present calendar basis.

A.B. 285 - Prescribes proper equipment and operation of motorcycles and establishes motorcycle driver's license procedure.

Frank Shadduck, Motorcycle Franchise Dealers' Association, questioned Section 19, Page 4, line 5, why term "sell" was used and felt it should be changed to "lend"; Section 20, Page 4, line 20-21, worded "footrests on the seat" and felt it should be changed to "motorcycle"; and Section 30, Page 5, line 26-27, wondered if something could be put in regarding stopping ability.

Davis advised that there is a standard for motor vehicles in 484.593 and 484.595.

Proposed amendments to this bill were read by the Chairman.

Davis suggested leaving in Section 30, referring to 484.593 and 484.595.

Inspector Ron Cassingham, Nevada Highway Patrol, read NRS 484.593 and referred to Section 2, lines 25, 28 and 29 regarding brakes and Section 4 regarding brake requirements.

Davis suggested amending it out on Page 8 of the bill.

Howard suggested deleting Section 30, paragraph 1 and 2, and referring to 484.593 and 484.595.

Shaddock offered testimony on this bill.

Bill Fitzpatrick, Department of Motor Vehicles, suggested grandfathering the cyclists in Section 7, Page 1, line 20. Numbered licensing started in January 1, 1970. Class 4 is the motorcycle operator's permit. He said they did not agree with Page 2, lines 1-8.

Valentine suggested deleting line 6 also.

Guinn advised that the special Registration Committee that recommended this legislation wanted to recognize the fact that unlike an automobile, you couldn't have a licensed driver seated with a student driver.

Fitzpatrick said that if it is this way, it is in conflict with their Chapter 483. He referred to Page 2, line 28, and said that Chapter 483 reads 21 year olds rather than 18; Page 3, line 46 and 47, the licensing fee is \$5.00, not \$3.00; Section 18, Page 3, line 48, shows the expiration date as two years while all licenses are on a four-year basis (except for powercycles); suggested changing Page 4, lines 3-4.

Valentine suggested an amendment to Page 6, line 4, taking the 's' off of "licenses".

Davis asked about "license to drive a motorcycle".

Fitzpatrick said that would be fine.

A.B. 291 - Adds Eagle Valley Reservoir Road and Echo Canyon-Rose Valley Road to state highway system.

Prince explained wishes of his constituency.

A.B. 338 - Makes "school bus" definitions consistent with each other.

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No further objections.

A.B. 120 - Authorizes Department of Motor Vehicles to regulate noise emissions from motor vehicles using public highways.

Valentine read a new draft. (See attached sheet.) The question is whether to put it in the Department of Motor Vehicles where it belongs or in the Health Department.

Inspector Cassingham, for the Department of Motor Vehicles, said that they are opposed to it. He stated that they do not feel the bill or law is a necessity. He read 484.051, sub-section 3, paragraph c, and 484.611. The Department can adopt rules and regulations if necessary.

Valentine advised that this bill requires them to adopt by January 31, 1972.

Lowman asked Hill if he has a long-range plan to adopt such regulations.

Hill said that they have an amendment to 484.611 that they felt would fit Mr. Valentine's purpose for this bill.

Cassingham said a new section should be added to 484 and they would like to amend 611. (See attached sheet.)

Valentine wanted them to come up with rules and regulations and establish enforcement procedures.

Hill advised that whatever the committee decided to do was fine with them.

Guinn read a statement. (See attached sheet.) He said they would like a law to get some equipment and get some tests made. He said that the Department of Health has a bill regarding noises. However, they would like to have it in their Department of Motor Vehicles so it could be enforced by the Highway Patrol.

The hearing was adjourned at 12:05 p.m.

Ashworth moved "do pass" on A.B. 376, seconded by Kean and voted unanimously with an amendment that the device be approved by the Federal Aeronautics Administration (Section 4, between lines 24 and 25).

On A.B. 292 - Ashworth moved to indefinitely postpone this bill, Kean seconded, and it was unanimously agreed.

Kean suggested that Counsel prepare a new bill for pro-rated costs and a minimum of \$5.50.

The Chairman so ordered and said this would be introduced by the committee.

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On A.B. 291 - Valentine moved a "do pass", Kean seconded, and it was unanimously passed.

On A.B. 285 - Ashworth moved to delete Section 19; died for lack of a second.

Ashworth moved to delete the word "sell"; died for lack of a second.

Kean moved to delete Section 19, Ashworth seconded, but the vote did not carry.

Davis said that it is against the law to lend someone a vehicle or motorcycle who does not have a driver's license.

Ashworth moved to take out "lease and rent" in the law. He moved to delete the whole section; died for lack of a second.

Howard moved that "lend, lease and sell" should be deleted, Ashworth seconded, and it was unanimously passed.

Davis suggested putting in 483.590 to take the place of Section 19. Approved.

Ashworth moved an amendment regarding "seat", Kean seconded, and it was unanimously passed.

Howard moved, Prince seconded, and it was unanimously passed that \$3.00 be amended to \$5.00 for the fee.

Kean moved to change age requirement from 15 1/2 to 18 to 15 1/2 to 21.

Valentine moved, Kean seconded, in Section 30 to delete sub-section 2 and make reference in sub-section 1 to 484.593 and 484.595, and it was unanimously passed.

Kean moved, Ashworth seconded, and it was unanimously passed regarding omission of signal devices.

Kean moved amendments be drafted and returned to committee for action; Prince seconded, and it was unanimously passed.

Kean moved a "do pass" on A.B. 338, Ashworth seconded, and it was unanimously passed.

The meeting was adjourned at 12:20 p.m.

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DEPARTMENT OF MOTOR VEHICLES  
JUSTIFICATION OF DO-PASS A.B. 292

The purpose of A.B. 292 is two-fold:

1. To stagger additional registrations of 74,981 (Except Fleets)
2. To solve the fee problem.
  - (a) Motor vehicles half-year between 3,649 to 3,650 pounds group.
  - (b) Trailing vehicles half-year between 3,649 to 3,650 pounds group.
3. Fleet registration, Section 1, Number 3.
  - (a) Presently 10 vehicles or more.
  - (b) Is very flexible even permissive.

Motor Carrier Division expires upward 150,000 vehicles December 31st.

A 12/12 monthly prorate registration would not solve a staggered even work flow.

94,981 vehicle registrations expiring December 31st.

30,806 motor vehicles are not eligible to reduced fees July 1st. (3,650 pounds, NRS 482.280, Section 4)

Trailers: 22,949 under 3,500 pounds presently staggered. We propose to stagger an additional 1,414 trailers.

ASSEMBLY

AGENDA FOR COMMITTEE ON TRANSPORTATION

Date FEB. 25, 1971 Time 10:00 Room 240

<u>Bills or Resolutions to be considered</u>	<u>Subject</u>	<u>Counsel requested*</u>
<u>A.B. 291</u>	<u>ADDS EAGLE VALLEY RESERVOIR ROAD AND ECHO CANYON-ROSE VALLEY ROAD TO STATE HIGHWAY SYSTEM.</u>	
<u>A.B. 292</u>	<u>EXPANDS PROVISIONS RELATING TO STAGGERED REGISTRATION OF MOTOR VEHICLES AND CLARIFIES REGISTRATION PERIOD.</u>	
<u>A.B. 120</u>	<u>AUTHORIZES DEPARTMENT OF MOTOR VEHICLES TO REGULATE NOISE EMISSIONS FROM MOTOR VEHICLES USING PUBLIC HIGHWAYS.</u>	
<u>A.B. 258</u>	<u>REQUIRES PROOF OF OWNERSHIP OF A VEHICLE BEFORE ISSUANCE OF CERTIFICATE OF REGISTRATION.</u>	
<u>A.B. 376</u>	<u>REQUIRES INSTALLATION OF DISTRESS SIGNAL IN COMMERCIAL AND PRIVATE AIRCRAFT.</u>	
<u>A.B. 338</u>	<u>MAKES "SCHOOL BUS" DEFINITIONS CON- SISTENT WITH EACH OTHER.</u>	
<u>A.B. 285</u>	<u>PRESCRIBES PROPER EQUIPMENT AND OPERATION OF MOTORCYCLES AND ESTABLISHES MOTOR- CYCLE DRIVER'S LICENSE PROCEDURE.</u>	

\*Please do not ask for counsel unless necessary.

HEARINGS PENDING

Date \_\_\_\_\_ Time \_\_\_\_\_ Room \_\_\_\_\_  
Subject \_\_\_\_\_

Date \_\_\_\_\_ Time \_\_\_\_\_ Room \_\_\_\_\_  
Subject \_\_\_\_\_

DEPARTMENT OF MOTOR VEHICLES  
REQUESTED AMENDMENTS TO A.B. 292

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Page 1, Line 5, to read as follows:

NRS 706.730 to 706.860, inclusive, every vehicle, motorcycle  
[or] trailer and semi-trailer subject to registration shall  
be registered for a period of 12 consecutive months  
[from the month of] beginning the 1st day of the month after  
the first registration by the owner in this state.

Page 2, Line 31 to read as follows:

4. [Registration of a truck or trailer] Fleet registrations  
provided in 482.206 (3) having an unladen weight of 3,650  
pounds or more for a half year shall be permitted if the  
applicant files with the department an affidavit showing that  
such truck or trailer has not in fact been operated on the  
highways in this state during the first 6 months of the  
registration period.

Page 2, Line 36, to read as follows:

5. [No fee shall be required] Fleet registrations provided  
in 482.206 (3) shall not be required to a fee for the month  
of December for a new vehicle required to be registered on the  
calendar year registration period which is delivered in good  
faith during that month, and the department shall register  
such new vehicle for the next succeeding registration period.



Registration 75  
Per Vehicle

	1	2	3	4
	Count		Full Year	Half Year
1	MOTOR VEHICLES			
2	0 - 3500	25367	900	900
3	3501 - 3549	1310	1000	1000
4	3550 - 3649	4033	1200	1200
5	3650 - 3749	4743	✓ 1400	700
6	3750 - 3849	5110	1600	800
7	3850 - 3949	4391	1800	900
8	3950 - 3999	1998	2000	1000
9	4000 - 5049	16287	2500	1250
10	5050 - 6000	2346	* 2763	1382
11	6001 - 7000	1658	* 3250	1625
12	7001 - 8000	1348	* 3750	1875
13	8001 - 9000	1081	* 4250	2125
14	9001 - 10,000	847	* 4750	2375
15	10,001 - 11,000	472	* 5250	2625
16	11,001 - 12,000	297	* 5750	2875
17	12,001 - 13,000	290	* 6250	3125
18	13,001 - 14,000	249	* 6750	3375
19	14,001 - 15,000	245	* 7250	3625
20	15,001 - 16,000	221	* 7750	3875
21	16,001 - 17,000	206	* 8250	4125
22	17,001 - 18,000	181	* 8750	4375
23	18,001 - 19,000	124	* 9250	4625
24	19,001 - 20,000	90	* 9750	4875
25	20,001 and up	302	50¢ per 100#	25¢ per 100#
26	Total Motor Vehicles		73196	
27	Bus	Total Buses	371	550
28				550
29				
30				
31				
32				
33				
34				
35				

	1	2	3	4
Trailing Vehicles	Count		Full Year	Half Year
0 - 1000	19634		250	250
1001 - 3500	3315		550	550
3501 - 3549	4		800	800
3550 - 3649	11		1000	1000
3650 - 3749	15		1200	600
3750 - 3849	17		1400	700
3850 - 3949	8		1600	800
3950 - 3999	4		1800	900
4000 - 5000	98		2250	1125
5001 - 6000	83		2750	1375
6001 - 7000	130		3250	1625
7001 - 8000	126		3750	1875
8001 - 9000	125		4250	2125
9001 - 10,000	166		4750	2375
10,001 - 11,000	142		5250	2625
11,001 - 12,000	152		5750	2875
12,001 - 13,000	98		6250	3125
13,001 - 14,000	70		6750	3375
14,001 - 15,000	44		7250	3625
15,001 - 16,000	41		7750	3875
16,001 - 17,000	29		8250	4125
17,001 - 18,000	13		8750	4375
18,001 - 19,000	6		9250	4625
19,001 - 20,000	7		9750	4875
20,001 and Up	20			
			50¢ per 100 =	25¢ per 100 =
Total Trailing Vehicles		24363		
Total All Vehicles		97930		
* The Mean Figure				

AB 292ROBERT GUINN

Prepare a new bill to amend Section 484.280 (4) to delete all existing language and to substitute the following 484.280 (4)

The registration fees for a motor truck, truck tractor, trailer or semi trailer, as set forth in this section, shall be reduced one twelfth for each month which shall have elapsed from the beginning of each calendar year, the fee so obtained rounded to the nearest one half dollar, but in no event to be less than \$5.50.

DRAFT OF PROPOSED ACT GOVERNING VEHICLE NOISE EMISSION

Add a new section to Chapter 484 to read as follows:

Section 1. Not later than January 1, 1972, the department shall adopt rules and regulations:

(1) Governing maximum noise emissions for vehicles operating on the highways of this state.

(2) Governing maximum noise emission standards for new motor vehicles sold in this state.

Section 2. Rules and regulations adopted pursuant to this act shall:

(1) Take into consideration all facts and circumstances bearing upon the technical and economic feasibility of and the reasonableness of compliance with such rules and regulations.

(2) Be consistent with any standards adopted by any Federal agency governing noise emissions for vehicles in use or applying to the manufacturer of vehicles.

Section 3. Rules and regulations adopted pursuant to this act shall also prescribe testing procedures and instrumentation to be used, taking into consideration the testing procedures of the Society of Automotive Engineers.

Section 4. The department shall, from time to time, after initial adoption of rules and regulations required in Section 1 of this Act, as new facts concerning the control of vehicle noise become available, make such amendments to the rules and regulations as is required to maintain the highest level of vehicle noise emission control consistent with the provisions of Section 2 of this Act.

Section 5. On and after the effective date of the rules and regulations adopted pursuant to Section 1 of this Act it shall be unlawful to operate on the highways of this state any vehicle, or to sell or offer for sale in this state, any vehicle which fails to comply with the emission levels established by the department.

AMEND NRS 484.611

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Subsection 1. Every motor vehicle shall at all times be equipped with a muffler [or turbocharger] in good working order and in constant operation to prevent [excessive or unusal] noise [,] emissions greater than those allowed by rules and regulations established by the department. Noise emission rules and regulations shall be consistent with recommendations of the Federal agency establishing such standards and testing procedures shall be in accordance with recommendations of the Society of Automotive Engineers. [and no] No person shall use a muffler cutout, bypass or similar device upon a motor vehicle on a highway.

2. The engine and power mechanism of every motor vehicle shall be so equipped and adjusted as to prevent the escape of excessive fumes or smoke.