

SENATE TRANSPORTATION COMMITTEE

MINUTES OF MEETING

Tuesday, February 27, 1973

The meeting was called to order at 12:00 Noon on Tuesday, February 27, 1973.

Senator Helen Herr was in the Chair.

PRESENT: Senator Helen Herr Senator Richard Blakemore
 Senator Warren Monroe Senator William Raggio
 Senator Carl Dodge Senator Archie Pozzi
 Senator Joe Neal

ALSO PRESENT WERE:

Joe Jackson	Press
W. E. Adams	Ass't City Manager, City of Las Vegas
Robert Guinn	(Nevada Franchised Auto Dealers Ass'n.
Daryl E. Capurro	(Nevada Motor Transport Association
George C. Monahan	Clark County Public Works
C. P. Brechler	Regional Street & Highway Comm.-Las Vegas
Thalia Dondero	Metropolitan Beautification Comm.-Las Vega
Bob Warren	Nevada Municipal Association
Melvin D. Close, Jr.	Nevada State Senator - Las Vegas
William Neeley	Legislative Intern

THE FOLLOWING WERE IN ATTENDANCE REPRESENTING THE DEPARTMENT OF MOTOR VEHICLES:

Howard Hill	Leonard Winkelman
Hale Bennett	James Lambert
John Ciardella	

ACTION WAS TAKEN ON THE FOLLOWING BILLS:

AB 84*

Howard Hill testified as to the purpose of this bill.

Senator Raggio moved "Do Pass"
Seconded by Senator Blakemore
Motion Carried.

AB 220*

Howard Hill testified as to the purpose of this bill. The committee agreed that since this bill coincided with AB 39, SB 78 and SB 226, they would hold AB 220 over until hearing on the others, which would be on March 1, 1973.

AB 85*

John Ciardella testified as to the purpose of this bill.

Senator Raggio moved "Do Pass"
Senator Blakemore Seconded.
Motion Carried

Page Two

AB 219*

Howard Hill gave testimony as to purpose of this bill and explained amendments on rewrite.

Senator Monroe moved "Do Pass"
Seconded by Senator Blakemore.
Motion carried with one no vote by Senator Neal.

AB 217*

John Ciardella gave testimony as to the purpose of this bill.

Senator Neal moved "Do Pass"
Seconded by Senator Raggio.
Motion carried.

SB 138*

Senator Dodge gave additional testimony on this bill. The committee questioned the Department of Motor Vehicles regarding costs for removing abandoned cars; if it was feasible for the counties to help in the removal of junk vehicles, both physically and monetarily; and whether or not it was necessary to add a \$1.00 to all registrations for administration of the program.

Senator Dodge stated he would work on amendments to the bill and the committee agreed to table the bill until this was accomplished.

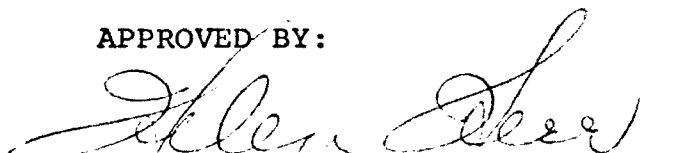
SB #154*

Senator Melvin D. Close, Jr. and Thalia Dondero gave testimony in favor of this bill. Mrs. Dondero also showed a series of slides depicting the visual effects of beautification of our streets and highways.

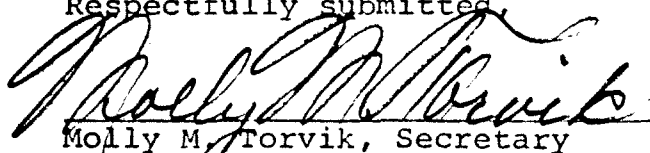
Mr. Monahan and Mr. Brechler from the County of Clark gave testimony against the bill and Mr. Brechler wished to state for the record that the Regional Street and Highway Commission was against the bill. (See attachment). Action to be taken at later date.

There being no further business, the meeting was adjourned at 2:00 o'clock p.m. until Thursday, March 1, 1973 upon adjournment of the Senate.

APPROVED BY:


Helen Herr, Chairman
Senator

Respectfully submitted,


Molly M. Torvik, Secretary

REGIONAL STREET and HIGHWAY COMMISSION

OF

CLARK COUNTY

Las Vegas, Nevada

C. R. CLELAND, Chairman
DOM WIESNER, Vice-Chairman
ORAN K. GRAGSON
JACK PAINTER
HAL MORELLI
RICHARD J. RONZONE
LORIN WILLIAMS

CHARLES P. BRECHLER
Managing Engineer
P. O. Box 396
Phone 386-4011

Transportation Committee:

Senators

Herr
Monroe
Blakemore
Neal
Pozzi
Raggio
Dodge

SENATE BILL NO. 154

The Regional Street and Highway Commission of Clark County has the responsibility of constructing \$65,000,000 worth of improvements on major streets and highways by 1985. The resources of the Regional Street and Highway Commission amount to \$40,000,000, which includes an additional \$10,000,000 in bonds above our income. This leaves us a deficit of approximately \$3,000,000 per year for years 1977-1985. Any additional item added to our present construction plan will put us into a deficit funding relation through 1977.

The present priority list is financed in part by the \$5,000,000 Bond Issue dated January 1, 1973, which does not provide for beautification on any of the projects. The addition of beautification to any of the presently scheduled projects would therefore be a violation of the bond covenants.

The Regional Street and Highway Commission has adopted the policy of using the gas tax funds only for the purchase of right of way and the construction of the required travel lanes. All parking lanes, curb and gutter, sidewalks, and street lights are being paid for by the adjacent property owner either through assessment districts, or when the property is developed by the subdivider.

The Regional Street and Highway Commission of Clark County, therefore, is in opposition to Senate Bill No. 154, or any bill which will divert highway funds from the actual construction of the necessary travel lane requirements.

The Regional Street and Highway Commission, however, has no objection to this beautification being financed by other sources.

REGIONAL STREET and HIGHWAY COMMISSION

OF
CLARK COUNTY

Las Vegas, Nevada

JANUARY, 1973

LAS VEGAS VALLEY URBAN AREA HIGHWAY NEEDS STUDY

The Technical Committee of the Regional Street and Highway Commission of Clark County requested at their meeting of January 2, 1973 that a study of the immediate highway needs of the Las Vegas Valley Urban Area be made by the Regional Street and Highway Commission Staff and presented to the Technical Committee at a special meeting scheduled for January 9, 1973.

The Las Vegas Valley Transportation Study,¹ as completed in 1971 by the Urban Planning Section of the Nevada Highway Department, has shown Class C levels² of service of transportation facilities required for the urban area for population levels of 563,000, 700,000, and 1,000,000.

The original estimate of the date at which the Valley would reach the 563,000 population level was 1980. The Regional Planning Commission in a 1972 study has now predicted the population level of 563,000 will be reached in 1985. Since this is only thirteen years in the future, this was considered to be the short range goal to which we must work.

Between January 1, 1973 and June 30, 1977, the following projects are scheduled for construction and the available funds have been committed:

NEVADA HIGHWAY DEPARTMENT³

<u>Route</u>	<u>From - To</u>	<u>Cost</u>
U.S. 95 Expressway	Tonopah to Rancho	\$16,225,000
Flamingo Road	Eastern to Boulder Highway	2,590,000
Sahara Avenue	Decatur to Rainbow	1,225,000
Rainbow Boulevard	Sahara to U.S. 95 Expressway	825,000
Lamb Boulevard	U.S. 93 to U.S. 91	1,880,000
	Total	<u>\$22,745,000</u>

REGIONAL STREET AND HIGHWAY COMMISSION

<u>Route</u>	<u>From - To</u>	<u>Cost</u>
Sands-Twain Interconnect	U.S. 91 to Paradise	\$ 566,000
Eastern Avenue	Sahara to Charleston	1,053,000
Bruce Street	Owens to U.S. 91	161,000
Owens Avenue	Twenty-Fifth to Nellis	1,075,000
Tropicana Avenue	Maryland Parkway to U.S. 93	2,550,000
Russell Road	Maple to U.S. 95	800,000
Charleston Boulevard	Main to Nellis	3,500,000
Charleston Boulevard	Antelope to Upland	878,000
Carey Avenue	Donna to U.S. 93	954,000
Smoke Ranch Road	U.S. 93 to Jones	168,000
Bonanza Road	Twenty-Fifth to Nellis	1,705,000
Lorenzi Boulevard	Fremont to U.S. 93	647,000
Valley View Boulevard	Spring Mountain to Charleston	690,000
Highland Drive	Charleston to Cheyenne	963,000
Stewart Street	30th to Nellis	987,000
Pecos-McLeod Interconnect		1,103,000
Craig Road	I-15 to U.S. 93	478,000
Nellis Boulevard	U.S. 93 to U.S. 91	1,421,000
Washington Avenue	Highland to "H" Street	568,000
Washington Avenue	Main to Las Vegas Boulevard	377,000
	Total	\$20,644,000

If the funding for the Nevada Highway Department and for the Regional Street and Highway Commission continues at the present rate, the projects can all be completed by the end of fiscal 1977.

The following projects will also have to be completed by 1985 if we are to maintain the same level of service to the public as we are now providing: 4

NEVADA HIGHWAY DEPARTMENT

<u>Route</u>	<u>From - To</u>	<u>Cost</u>
Flamingo Road	Rainbow to Jones	\$ 469,000
Flamingo Road	Jones to Decatur	552,000
Flamingo Road	Expressway with frontage including a full interchange with I-15 from Decatur to Paradise	11,551,000
Flamingo Road	Paradise to Arterial J	1,993,000

NEVADA HIGHWAY DEPARTMENT - Continued:

<u>Route</u>	<u>From - To</u>	<u>Cost</u>
Paradise Road	Sahara to St. Louis	\$ 342,000
South Las Vegas Boulevard	Sahara to St. Louis	316,000
South Las Vegas Boulevard	Blue Diamond to South Strip	409,000
Sahara Avenue	Mojave to Lamb	825,000
Expressway	Rainbow along Tonopah Highway	6,856,000
Rainbow Boulevard	Flamingo to Sahara	1,004,000
Tonopah Highway	Bonanza to Cheyenne	1,978,000
Lamb Boulevard	Sunset to Desert Inn	1,579,000
Lamb Boulevard	U.S. 91 to Ann	1,968,000
Craig Road	Arterial C to Las Vegas Boulevard	5,350,000
Lake Mead Boulevard	Arterial C to Rainbow	43,000
Lake Mead Boulevard	Rainbow to North Las Vegas Boulevard	2,720,000
Flamingo Road	Arterial J to Tropicana Extended	1,425,000
Flamingo Road	Tropicana Extended to Sunset	820,000
Tropicana Avenue	1/2 mile E. of Jones to Arville Extended	440,000
S. R. 41	Railroad to Hillcrest	318,000
	Total	\$40,958,000

LOCAL ENTITIES

<u>Route</u>	<u>From - To</u>	<u>Cost</u>
Desert Inn Road	Las Vegas Blvd. to Paradise	\$ 380,000
Blue Diamond	Industrial Road to Las Vegas Blvd.	378,000
Rancho Road	Tonopah Highway to Charleston	836,000
Rancho Road	Charleston to Sahara	567,000
Jones Boulevard	1/2 mi. N. of Tropicana to Charleston	1,763,000
Jones Boulevard	Charleston to Washington	778,000
Jones Boulevard	Washington to Cheyenne	1,239,000
Jones Boulevard	Cheyenne to Tonopah Highway	368,000
Pecos Road	Arterial F to Warm Springs	163,000
Pecos Road	Russell to Flamingo	1,226,000
Pecos Road	Sahara to Stewart	606,000
Pecos Road	Owens to N. Las Vegas Blvd.	926,000
Pecos Road	Stewart to Owens	828,000
Decatur Boulevard	Tropicana to Flamingo	579,000
Decatur Boulevard	Flamingo to Sahara	1,148,000
Decatur Boulevard	Cheyenne to Highland	1,750,000
Oakey Boulevard	Main Street to Lamb	2,485,000
D Street	Bonanza to Carey	1,207,000
Washington Avenue	"A" Street to Las Vegas Blvd.	277,000
Washington Avenue	Tonopah Highway to Highland	633,000

LOCAL ENTITIES - Continued:

<u>Route</u>	<u>From - To</u>	<u>Cost</u>
Cheyenne Avenue	Rainbow to Las Vegas Boulevard	\$ 3,901,000
Ann Road	Lamb to Highland	1,807,000
Ann Road	Highland to Jones	1,177,000
Arterial D	Arterial E to Highland	1,653,000
Owens Avenue	Arterial C to Rainbow	312,000
Arterial A	Tonopah Highway to Arterial D	387,000
Highland	Cheyenne to Tonopah Highway	4,560,000
West Fremont	Arterial C to Expressway	686,000
Russell Road	Maple to Boulder	869,000
Swenson Street	Paradise to Desert Inn	2,284,000
Swenson Street	Karen Way to Sahara	163,000
Simmons Street	Craig to Highland	996,000
Industrial Road	Charleston to Oakey	217,000
Civic Center Drive	Cheyenne to Pecos	801,000
Star Route 41	Railroad to Hillcrest	318,000
Arterial E	Tonopah Highway to Jones	828,000
Arterial F	Las Vegas Blvd. to Charleston	5,426,000
Arterial F	Carey to Cheyenne	880,000
Arterial J	Boulder Highway to Stewart	1,553,000
Alta and Bonneville	Rainbow to Torrey Pines	156,000
Alta and Bonneville	Decatur to Maryland	6,967,000
Arterial C	Tropicana to Ann	4,225,000
Carey Avenue	Arterial J to Arterial F	347,000
Desert Inn Road	Lamb to Arterial F	1,175,000
Nellis Boulevard	Sunset to Boulder Highway	1,416,000
Rainbow Boulevard	Tonopah Highway to Arterial E	919,000
Rainbow Boulevard	Arterial E to Highland	878,000
Sunset Road	Flamingo to SR 41	471,000
Suzanne Street	Tropicana to Spring Mountain	1,330,000
Ann Road	Arterial C to Expressway	105,000
	Total	\$ 64,944,000

The Nevada Highway Department predicts that over the next twenty years, they will have an average annual deficit of \$22,000,000.⁵ With this type of deficit on a statewide basis, it will be imprudent for the Highway Department to assume any additional portion of responsibility for the construction of the highway system. In fact, it will be next to impossible for the Highway Department to complete that portion of the system shown as their responsibility within the 1985 time period without additional funding of some type.

Under present funding conditions, the Regional Street and Highway Commission can expect an uncommitted income during the 1977-1985 period of approximately \$25,000,000.⁶

We would also have a bonding capacity during this period of an additional \$15,000,000 which would give the Regional Street and Highway Commission an annual deficit of \$3,000,000 over the 1977-1985 period.⁷

This clearly shows a condition by which it is impossible for the Regional Street and Highway Commission to assume the responsibility for funding of any additional projects.

Not included in any of the above cost estimates is the East Leg of the U.S. 95 Expressway from Las Vegas Boulevard to Boulder Highway. The need for this facility is increasing at a rate far above the population growth rate of the Las Vegas urban area.

In March, 1972, Mr. Donald Crosby, Deputy State Highway Engineer, presented to the Regional Street and Highway Commission of Clark County a review of the Las Vegas Valley Expressway. In this report, the total cost of this expressway between Las Vegas Boulevard and Boulder Highway was estimated to be \$47,400,000. Mr. Crosby has suggested that the Regional Street and Highway Commission assume the cost of the rights of way and the utility adjustment estimated at \$16,800,000, and the Highway Department assume the cost of the construction amounting to \$30,600,000.

The construction of this portion of the expressway must be completed by 1985, or normal activities in the Eastern and Southeastern portion of the Las Vegas Valley will be severely curtailed.

In recognition of this need, the Nevada Highway Department has held public hearings on the routing of this freeway and has selected the final location.

The local entities are withholding building permits on the route, however, as previously shown, neither the Highway Department nor the local entities have the funds available to purchase this land after denying the property owner the use of the future right of way.

Also not considered up to this point is the construction of the portion of the freeway extending from Boulder Highway Southeastward past Henderson. Public hearing and route selection have also been accomplished for this portion with the total cost estimated at \$60,000,000, or a total cost of the freeway from Las Vegas Boulevard Southeasterly to near Railroad Pass in excess of \$100,000,000.

With the previous showings of deficits in funding in both the Nevada Highway Department and the Regional Street and Highway Commission responsibilities, it is apparent that to accomplish the construction of this expressway, an additional source of funds must be developed and this funding must be made available immediately for the purchase of the right of way.

FOOTNOTES:

- (1) Las Vegas Valley Urban Transportation Study was completed as a joint effort of the Nevada Highway Department, Federal Highway Administration, Regional Street and Highway Commission of Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, and Clark County.
- (2) Level of Service C is in the lower portion of the zone of stable flow, but speeds and maneuverability are closely controlled by the high volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. Service volumes are suitable for urban design practice (Highway Research Board Special Report 87.)
- (3) From Nevada Highway Department's estimated obligation schedule in Clark County received May 1, 1972.
- (4) From Chapter 12, Las Vegas Valley Urban Transportation Study.
- (5) Nevada Statewide Highway Needs Study Report, December, 1972.
- (6) Bond Prospectus \$5,000,000 Clark County, Nevada Highway Improvement Revenue Bonds Series January 1, 1973 by Burrows Smith and Company of Nevada.
- (7) All figures in this report are based on 1971 dollars and do not take into consideration the inflationary factor. The actual highway cost trends for 1960 through 1970 show an average annual cost increase of 5.5%. This, in reality, means that a \$1,000,000 construction project based on 1971 costs would increase by \$275,000 if delayed for five years.⁵

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

A. B. 84

ASSEMBLY BILL NO. 84—COMMITTEE
ON TRANSPORTATION

JANUARY 24, 1973

Referred to Committee on Transportation

SUMMARY—Changes title of the fiscal and accounting division of the department of motor vehicles to the administrative services division, and clarifies title of other divisions in the department. Fiscal Note: No. (BDR 43-305)

EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to the department of motor vehicles; changing the designation of certain divisions; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. NRS 169.125 is hereby amended to read as follows:
2 169.125 "Peace officer" includes:
3 1. The bailiff of the supreme court;
4 2. Sheriffs of counties and their deputies;
5 3. Constables;
6 4. Personnel of the Nevada highway patrol when exercising the police
7 powers specified in NRS 481.150 and 481.180;
8 5. The inspector or field agents of the motor carrier division of the
9 department of motor vehicles when exercising the police powers specified
10 in NRS 481.049;
11 6. Members of and all inspectors employed by the public service
12 commission of Nevada when exercising those enforcement powers con-
13 ferred by chapters 704 to 706, inclusive, of NRS;
14 7. Marshals and policemen of cities and towns;
15 8. Parole and probation officers;
16 9. Special investigators employed by the office of any district attorney
17 or the attorney general;
18 10. Arson investigators for fire departments specially designated by
19 the appointing authority;
20 11. Members of the University of Nevada System police department;
21 12. The state fire marshal and his deputies;
22 13. The brand inspectors of the state department of agriculture when
23 exercising the enforcement powers conferred in chapter 565 of NRS;

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A. B. 220

ASSEMBLY BILL NO. 220—MESSRS. GLOVER, SMALLEY, MAY,
HOWARD, BICKERSTAFF, DINI, JACOBSEN AND DREYER

FEBRUARY 5, 1973

Referred to Committee on Transportation

SUMMARY—Lowers cost of drivers' licenses for person 70 years or older and imposes a \$2 fee for obtaining a motorcycle endorsement. Fiscal Note: No. (BDR 43-470)



EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to drivers' licenses; lowering fee imposed on persons 70 years or older to obtain a license; imposing a \$2 fee for obtaining a motorcycle endorsement; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

1 SECTION 1. NRS 483.410 is hereby amended to read as follows:
2 483.410 1. For every driver's license issued [a \$5 fee shall be
3 charged.
4 2. For ever reinstatement or duplication of a license or change of
5 name or address the following fees shall be charged:
6 Reinstatement of license after suspension, revocation or can-
7 cellation..... \$5
8 Duplicate license..... 1
9 Change of name..... 1
10 Change of address..... 1]
11 *and service performed the following fees shall be charged:*
12 *A license issued to persons 70 years of age or older..... \$3*
13 *A license issued to all other persons..... 5*
14 *Reinstatement of a license after suspension, revocation or*
15 *cancellation..... 5*
16 *A duplicate license, change of name, change of address or*
17 *any combination..... 1*
18 2. For every motorcycle endorsement to a driver's license a \$2 fee
19 shall be charged.
20 3. A penalty of \$5 shall be paid by each person renewing his license
21 after it has expired for a period of 30 days or more as provided in NRS
22 483.380 unless exempt under NRS 483.380.

Original bill is 2 pages long.
Contact the Research Library for
a copy of the complete bill.

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

A. B. 85

ASSEMBLY BILL NO. 85—COMMITTEE
ON TRANSPORTATION

JANUARY 24, 1973

Referred to Committee on Transportation

SUMMARY—Clarifies penalties for late registration of vehicles.
Fiscal Note: No. (BDR 43-124)

EXPLANATION—Matter in *italics* is new; matter in brackets [] is
material to be omitted.

AN ACT clarifying the penalty provisions for late registration of a vehicle;
and providing other matters properly relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly,
do enact as follows:*

- 1 SECTION 1. NRS 482.515 is hereby amended to read as follows:
2 482.515 1. Whenever any vehicle [shall be] is operated upon the
3 public highways of this state without there having been paid therefor the
4 registration or transfer fee required by this chapter, such fee shall be
5 deemed delinquent. [; but in the case of vehicles purchased at a time
6 when it is impossible to secure registration, registered dealers shall be
7 empowered to affix a temporary permit, on a form to be provided by the
8 department, attesting to such fact, which shall protect the purchaser of
9 the vehicle for a period not to exceed 10 days from the date of purchase,
10 which date must be legibly affixed to the permit.]
11 2. If such registration fee [shall not be] is not paid by the end of the
12 [expiration month,] last registration month of the preceding registration
13 period, a penalty of \$3 shall be added thereto. If such delinquency
14 continues, and if the person liable for such fee has knowledge of the delin-
15 quency, a penalty of \$3 shall be added for each [30 days or major frac-
16 tion thereof] month during which the delinquency continues [.] , unless
17 the vehicle has not been operated on the highways since the expiration of
18 the prior registration. Evidence of nonoperation of a vehicle shall be fur-
19 nished by an affidavit executed by a person having knowledge of the fact.
20 The affidavit shall accompany the application for renewal of registration.
21 3. If the transferee of a vehicle, required to be registered under the

Original bill is 2 pages long.
Contact the Research Library for
a copy of the complete bill.

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FIRST REPRINT

A. B. 219

ASSEMBLY BILL NO. 219—COMMITTEE ON
TRANSPORTATION

FEBRUARY 5, 1973

Referred to Committee on Transportation

SUMMARY—Clarifies driver's license suspension periods and eliminates the department of motor vehicle's authority to grant licenses during revocation periods.
Fiscal Note: No. (BDR 43-473)

EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT to amend NRS 483.490; relating to drivers' licenses; clarifying driver's license suspension periods; and eliminating a condition for granting a license during license revocation periods.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. NRS 483.490 is hereby amended to read as follows:
2 483.490 1. ~~["The"]~~ *Unless otherwise provided by law, the department*
3 ~~["shall"]~~ *may not suspend a license for a period of more than 1 year. [*
4 *and, except as provided in subsection 2, upon revoking a license shall not*
5 *grant an application for a new license until the expiration of such period*
6 *of revocation.]*
7 2. The department may, after the expiration of 1 year from the
8 date of revocation of a license and when the period of such revocation
9 exceeds 1 year, issue a driver's license to an applicant permitting such
10 applicant to drive a motor vehicle for purposes of his employment only,
11 if ~~["~~:
12 (a) ~~The]~~ *the department is satisfied that a severe hardship exists [;]* .
13 ~~["and~~
14 (b) *The applicant's driving record shows he has not been involved as a*
15 *driver in a motor vehicle accident causing property or physical damage*
16 *for at least 2 years next preceding the application.]*
17 3. *The periods of suspensions and revocations under this chapter*
18 *shall run consecutively.*

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(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

A. B. 217

ASSEMBLY BILL NO. 217—COMMITTEE ON
TRANSPORTATION

FEBRUARY 5, 1973

Referred to Committee on Transportation

SUMMARY—Provides special license plates for physically handicapped persons.
Fiscal Note: Effect less than \$2,000. (BDR 43-466)



EXPLANATION—Matter in *italics* is new; matter in brackets [] is
material to be omitted.

AN ACT relating to special parking privileges for physically handicapped persons;
providing special plates for physically handicapped persons; changing provisions
for special parking permits for physically handicapped persons; and providing
other matters properly relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly,
do enact as follows:*

- 1 SECTION 1. NRS 482.384 is hereby amended to read as follows:
2 482.384 1. The department shall issue a special parking permit [on
3 and after January 1, 1968:] *or special plates:*
4 (a) To any person holding a valid driver's license issued pursuant to
5 [this chapter,] *chapter 483 of NRS*, who owns a motor vehicle, other
6 than a commercial vehicle, and has a permanent physical handicap which
7 impairs his mobility when not in a motor vehicle.
8 (b) To any person who:
9 (1) Does not hold a valid driver's license; or
10 (2) Owns or does not own a motor vehicle; and
11 (3) Has a permanent physical handicap which impairs his driving
12 ability and impairs his mobility when not in a motor vehicle; and
13 (4) Has need to be driven by another person to a destination in a
14 motor vehicle.
15 2. The department [shall] *may* make such rules and regulations as
16 are necessary to ascertain eligibility for such [a parking permit.] *special*
17 *parking permits and special plates.*
18 3. [Applications for a special parking permit shall be made to the
19 department on forms prepared and provided by the department which
20 shall require such information as is necessary to determine the applicant's
21 eligibility for such a permit, and shall be accompanied by:
22 (a) A certificate from a licensed physician describing the extent of the
23 applicant's disability; and

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

S. B. 138

SENATE BILL NO. 138—SENATOR DODGE

JANUARY 31, 1973

Referred to Committee on Transportation

SUMMARY—Provides fund for collection and disposal of abandoned vehicles. Fiscal Note: No. (BDR 43-730)

EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to abandoned motor vehicles; providing a fund for the collection and disposal of abandoned vehicles; extending the licensing requirement for automobile wreckers; prohibiting vehicle dealers from storing deteriorated vehicles; providing a penalty; permitting removal of abandoned vehicles from private property; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. Chapter 482 of NRS is hereby amended by adding
2 thereto a new section which shall read as follows:
3 1. *Between July 1, 1973, and June 30, 1974, there shall be imposed*
4 *and collected by the department an additional fee of \$1 for every motor*
5 *vehicle that is registered.*
6 2. *There is hereby created in the state treasury an abandoned motor*
7 *vehicle trust fund. Moneys collected as the additional fee shall be depos-*
8 *ited in this fund. These moneys shall only be used for the collection and*
9 *disposal of abandoned motor vehicles throughout the State of Nevada.*
10 3. *The department shall make a survey of the number of abandoned*
11 *motor vehicles which cannot reasonably be traced to an owner. Insofar*
12 *as is practical the department shall then prorate the moneys in the aban-*
13 *doned motor vehicle trust fund to each county in proportion to the num-*
14 *ber of abandoned motor vehicles which have been surveyed in such*
15 *county as compared to the total number surveyed throughout the state.*
16 *The state treasurer shall then disburse the funds in the proportions deter-*
17 *mined by the department.*
18 4. *The collection and disposal of abandoned vehicles may be accom-*
19 *plished by any one or more of the following methods:*
20 (a) *The department may contract with private individuals, associations*
21 *or corporations;*
22 (b) *The department may permit a city or county to have its own*
23 *employees collect and dispose of the vehicles; or*

SENATE BILL NO. 154—SENATOR CLOSE

FEBRUARY 2, 1973

Referred to Committee on Transportation

SUMMARY—Provides that county motor vehicle tax funds may be used for the beautification of improvements and projects. Fiscal Note: No. (BDR 32-540)

EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to the county motor vehicle tax fund; providing that the funds may be used for landscaping of improvements and projects.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. NRS 373.020 is hereby amended to read as follows:
2 373.020 As used in this chapter, unless the context otherwise
3 requires:
4 1. "Acquisition" or "acquire" means the opening, laying out, estab-
5 lishment, purchase, construction, securing, installation, reconstruction,
6 lease, gift, grant from the United States of America, any agency, instru-
7 mentality or corporation thereof, the State of Nevada, any body corporate
8 and politic therein, any corporation, or any person, the endowment,
9 bequest, devise, condemnation, transfer, assignment, option to purchase,
10 other contract, or other acquirement (or any combination thereof) of
11 any project, or an interest therein, herein authorized.
12 2. "Board" means the board of county commissioners.
13 3. "City" means an incorporated city or incorporated town.
14 4. "Commission" means the regional street and highway commission.
15 5. "Cost of the project," or any phrase of similar import, means all
16 or any part designated by the board of the cost of any project, or interest
17 therein, being acquired, which cost, at the option of the board may
18 include all or any part of the incidental costs pertaining to the project,
19 including without limitation preliminary expenses advanced by the county
20 from funds available for use therefor or any other source, or advanced
21 by any city with the approval of the county from funds available therefor
22 or from any other source, or advanced by the State of Nevada or the
23 Federal Government, or any corporation, agency or instrumentality
24 thereof, with the approval of the county (or any combination thereof),
25 in the making of surveys, preliminary plans, estimates of costs, other pre-
26 liminaries, the costs of appraising, printing, estimates, advice, contracting