

ASSEMBLY TRANSPORTATION COMMITTEE MINUTES  
April 8, 1975

Members Present	Chairman Glover
	Mr. Dreyer
	Mr. Howard
	Mr. Dini
	Mr. Jacobsen
	Mr. May
	Mrs. Hayes

Members Absent	None
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Guests	Representing
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V.L. Fletcher	Dept Motor Vehicle
Bill Fitzpatrick	Dept Motor Vehicle
Louis Bergevin	Nevada Cattlemen's Assn
Wink Richards	Dept Motor Vehicle
Grant Bastian	Highway Dept
Daryl Capurro	Nevada Motor Transport Assn
Robert F. Guinn	Nevada Motor Transport Assn
Senator Monroe	
Assemblyman Sena	
Bob Alcar	Kennecott Copper Corp
Noel Clark	Public Service Commission

The meeting was called to order by Chairman Glover at 3:30 p.m. The following two bills were discussed simultaneously:

S.B. 108 Enacts the Multistate Highway Transportation Agreement

S.B. 197 Provides new formula for calculating axle weight limits for operation of vehicles on highways

Senator Monroe, introducor of both bills, was the first to speak. He stated the passage of these two bills would provide for the adoption of new weight limits for trucks on our highways and would approve the Interstate Compact. He said in 1973 the Western Association of State Highway Engineers adopted a resolution recommending the adoption of these weight limits in the Western States. They also supported a resolution setting up an interstate contract in the western states which would bring all the western states into agreement on these new weight limits and also wet up a compact committee that would review the effects of these new weight limits on highways in the western states. In 1974 the Western Conference Transportation Committee adopted this resolution asking the states to conform with these new weight limits and setting up an interstate compact. Senator Monroe stated that Idaho has already adopted these resolutions and they are being considered in Washington and will probably be adopted. He said that there are only 3 western states that do not have these weight limits to start with.

Senator Monroe told the committee that allowing heavier trucks to travel on the roads would not endanger the roads. If the highway engineer can see a problem with a particular highway, then he has the authority to rule heavy trucks off the particular road. This authority was given to the state highway engineer by an amendment to the bill. He said since the weight limits that are in effect today were adopted, the highway standards have been raised and the highways improved to where they are capable of carrying these heavier loads. He indicated that such groups as the American Association of State Highway Officials, The Western region Council of State Governments, the Governor's Conference, Nevada's own state highway engineer, the Nevada State Farm Bureau, the Nevada Cattlemen's Association, the Nevada Mining Association, and the Nevada Public Service Commission all recommend the new weight limits and support these bills.

Mr. May asked what was the difference between the original bill and the reprint. Senator Monroe stated that there had been an error in a formula and also a provision was added giving the highway engineer the authority to rule trucks off the road where they might be able to damage it. He said even the best roads after the winter months might need some improvements made before trucks and even sometimes cars can travel on them.

Robert Guinn, representing Nevada Motor Transport Assn., was the next to speak for the bill. He stated that these bills were very important, and he knew there was too much unfactual information floating around that he wanted to clear up. He first showed the committee a recommendation by the National Governors' Conference recommending "federal legislation to permit single axle weights of 20,000 pounds and tandem axle weights of 34,000 lbs on the Interstate system. In addition, Congress should authorize a gross weight formula based upon those axle weights and designed to protect the bridges on the system, such as the formula developed by the American Association of State Highway and Transportation Officials." (See attached) He also showed the committee a resolution adopted by the Western Association of State Highway Officials endorsing the recommendation of the National Governors' Conference. (See attached) Mr. Guinn then tried to give the committee a little history of what has been happening with the Federal Government.

Prior to 1956 there was no Federal control of vehicle sizes and weights; it was left solely to the discretion of the states. When the Federal Highway Act was passed in 1956, Congress inserted a clause that said that on the interstate system only the weight limit should not exceed 18,000 lbs single axle, 32,000 lbs tandem or 73,280 lbs gross or whatever the state had in effect on July 1, 1956. As a consequence most of the states were frozen at these limits. Nevada had a gross weight limit of 76,800, which we still have now. The Federal Highway Act also directed the Bureau of Public Roads, which today is the Federal Highway Administration, to report to Congress desirable maximum weight limits for all Federal aid highways, and in 1964 they issued such

a report and recommended raising single axles from 18,000 to 20,000; tandem from 32,000 to 34,000 and instead of a maximum on gross weight, that the gross weight be controlled by the formula in S.B. 197. In this formula the pavement is protected by the load limits that are allowed on the single and tandem axles. The structures are protected by the gross load limits that are allowed not only on the overall weight of the vehicle, but on the interior loads by groups of axles.

Then in 1968 all of the western Senators got together and sponsored a bill that would implement the 1964 legislation, but it died in the House of Representatives. In 1974 Congress did adopt a bill setting the weights at 20,000 lbs single, 34,000 tandem and the bridge formula, but they put a limit of 80,000 lbs including enforcement tolerances on it. In Nevada we had a weight limit then of 76,800 but we apparently have 2,000 lbs enforcement tolerances, so as far as the interstate system is concerned this would only increase our weight about 1,200 lbs. ~~Mr. Guinn~~ Guinn did state that there is a way by which Nevada can permit increased weights on the interstate system, and the compact addresses itself to that on a regional basis. He said he would explain how later.

Mr. Guinn told the committee that the Council of State Governments has tried since 1962 to get Congress to do something about this weight limit; they have asked Congress to get out of this field and return it to the states, but that did not work so then they started to urge Congress to adopt the standards that are in S.B. 108 and S.B. 197. Mr. Guinn then showed the committee the resolution adopted by the Western Association of State Highway Officials again, (attached) which is the basis now for these two bills requested by Senator Monroe.

Mr. Guinn then showed the committee some charts and graphs which would show why the western states' legislators have been concerned about these truck weight freezes. (see attached) The map page 3 shows areas in the United States that are more than 25 miles away from a railroad thus making use of trucks necessary. From the chart one could see there were many more areas like this in the West.

The map on page 4 shows that California, Nevada, and Arizona are the only states in the west that are below the new federal statutory limit on all roads. These new federal limits may be permitted on Interstate system by administrative action of state authorities. Map 2 page 5 shows that many Eastern states have much higher weights for tandems than what Nevada is asking for. Many of them are even higher than what the Federal Government allows. Map 3 page 6 shows a block of states in the West that have gone to higher gross loadings than the 80,000 lbs allowed in the Federal bill of 1974. All these states have adjusted their state laws to higher limits by using the formula in S.B. 197 and this shows they are in agreement then with what Nevada is trying to do in these two bills.

Mr. Guinn then tried to explain lines 20-29 page 4 of S.B. 108. He said that in many state laws there is a provision authorizing the state highway department to issue permits for loads in excess of the statutory limit, and many of those indicated they could be issued on a continuous basis. When the energy crisis began, the State of Washington looked at the permit law to see if they could offset this reduction in speed down to 55 mph by improved carrying capacity by issuing permits under that provision. The Washington Attorney General wrote an opinion that it could lawfully be done, and it was sent to the Federal Highway Administration who also agreed. So now, on the basis of that provision, many states are now permitting on the interstate system, despite the freeze, the weight limits that Nevada is proposing in these bills. Nevada has been doing this also since last April. There are some states that can't do this, but it is the hope of everyone that if the states can get together in a block on a formal basis such as the compact, and there is evidence that the highway departments and legislators in these states approved these standards, then the states can go to Congress and say look all these states in this area approve of this, so regardless of what you are doing in the rest of the U.S., at least let us operate this way in this region.

Mr. Guinn said when these bills were being considered in the Senate that there were many anonymous letters mailed to Senators with derogatory comments. He said he wanted to discuss some of these comments today in case questions arose on the Assembly floor about them.

The first one is an article by James J. Kilpatrick who says that there was skullduggery in getting house concurrence in the Senate amendments to the bill that put the weight limits in in the 1974 bill. He contends that President Ford had to sign the law because there were other things in the highway bill, and he says the National Society of Professional Engineers had urged repeal of the higher weight limits. (See attached) Mr. Guinn showed evidence to disprove these statements. One was a letter from President Ford to the Congress recommending that they pass the weight bill. Another was a letter from Mr. Kilpatrick which showed how much he was against trucks. (See Attached)

Another letter from the professional engineers affirmed their support of the legislation.

Another criticism stated Guinn was that the size of trucks would increase under this legislation. He said that is not correct. The size would remain the same. The width limit is 96 inches, the height is 14 feet, and the length 70 feet. He stated the increase loading on a tractor semi-trailer from 73,000 lbs to 80,000 lbs would be about 5%. The increase loading on a 5 axle set of doubles, twin trailer or cattle trucks or oil transports would go from 76,000 to 85,500 lbs or 11 - 12% increase. The safety factors have proved themselves because so many states have been doing this already.

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Mr. Guinn stated that Chuck White from the Nevada Farm Bureau had ask him to announce the farm bureau's support since he was called away on an emergency.

Mr. Lewis Bergevin, Nevada Cattlemen Association, stated his group was for the passage of the two bills. He said since there were no facilities in Nevada for railroad loading of cattle, they had to depend on trucks, and because of the tremendous increase of traffic, they could not even drive them down a street or road from field to field. He said with the passage of the bills the cattlemen could get 8-20 more head of cattle in each truck, consequently decreasing their time.

Mr. Bob Alcar, Kennecott Copper Corporation was the next to testify for the bill. He stated the mining industry in Nevada is dependent on trucks for transportation and that they were very much in favor of the bill.

Noel Clark, chairman of the Public Service Commission, said he was in favor of the bill on two points. First the increased weights would permit additional traffic to be handled in the same unit and would have a tendency to stabilize rate structures therefore requiring less necessity on the part of carriers to apply constantly for a rate increase in order to provide the public with goods and services. Secondly, it would be a major step in conserving fuel.

Grant Bastian, State Highway Engineer, was the next speaker. He thought it was in the best interest of all States to standarize for simplification. He said he had been questioned how we can justify going to increased loads when we are having financial problems in maintaining existing highways. He said hundreds of thousands of dollars has been spent to determine exactly where damage can be pinpointed back to the axle loads. Engineers would all differ in their opinions whether it is the weight that ruin the asphalt or the number and frequency of the imposition of the load. He said Nevada has actually been designing for these loads for years. Since 1964 they have used 20,000 single and 34,000 tandem for design criteria.

Bastian also stated that S.B. 197 does clarify a provision that the highway dept is currently enforcing in that they are restricting use of roadways throughout the state at varions times of the year. Some roads are under a continual restriction. He gave the committee a list of restricted roadways from March 24, 1975 thru April 30, 1975. (see attached)

Chairman Glover asked what highways would this apply to if we approved the bills. Mr. Bastian answered all of them on the system. Glover asked if there were any highways he would not approve. Bastian stated that the interstate has an 80,000 lb maximum but currently they are operating beyond that already. Mr. Jacobsen asked if weighing stations were finding many violations.

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Wink Richards, Dept Motor Vehicles, answered that as far as enforcement problems, there would be no more than they have at present.

Mr. Guinn again testified saying subsection 7 gives the cities and counties the authority on proper notice to impose load limits below the statutory level. They found when they were challenged in the Senate as to where the authority was for States and Counties to post bridges and reduce load limits, upon reading closely they found the county could only to this in inclement weather. He state he found the state highway engineer's authority was limited to protect the highway only during storm or during construction or maintenance. Mr. Guinn felt the wording in 405.010 which involves the county authority and 408.210 which involves the state should be cleaned up. He asked permission of the committee to get together with the state highway dept and then to see a bill drafter to prepare a bill to solve this problem.

Wink Richards, Motor Carrier Dept of Motor Vehicle, just stated that his dept was in favor of both bills.

A.B. 292 Requires every applicant for driver's license to present proof of age and designates certain forms for presentation by foreign-born applicants

Assemblyman Sena came back to the committee to ask them to reconsider his bill. He said he would be in agreement with Virgil Anderson's suggested amendment on page 2 line 3 to insert the words "including but not limited to a valid drivers' license issued by another state" after the word "or".

Mr. Sena stated that it was not his intention to make it rough for people who are born in U.S. or those who are legally here; he just wants to make it hard for the illegal alien to obtain licenses and I.D.s.

Mr. Fitzpatrick, Drivers' license division of dept of Motor Vehicle, suggested some new wording might need to be added in subsection B page 2 to exclude the person born over seas to American parents. Mr. Glover said he would have an attorney look into that.

In regards to line 1 page 2 Mr. Hill commented that the Dept of Motor Vehicle does require documents from people over 21 also.

As there was no other testimony, Chairman Glover declared a five minute recess.

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after the recess the following action was taken:

S.B. 108 Mr. Dreyer moved a Do Pass; Mr. Jacobsen seconded and it was unanimous.

S.B. 197 Mr. Howard moved Do Pass; Mr. Jacobsen seconded, and it was unanimous.

A.B. 292 Mr. Howard moved Amend and Do Pass; Mr. Jacobsen seconded and it was unanimous.

Mr. May and Mrs. Hayes were excused during the last part of the meeting as they had to go to another meeting. Consequently they were not there for the voting.

Also attached to minutes are the following written testimonies or letters in support of S.B. 108 and S.B. 197.

Charles P. Brechler, Managing Engineer, Regional Street and Highway Commission of Clark County

George Oshima, Public Works Director, Washoe County Dept of Public Works. Jack Parvin, President, Nevada Society of Professional Engineers.

Stan Ray and Don Frei, Partners Rocky Mountain Produce Co

R.L. McNeil, Terminal Manager Milne Truck Lines Inc. Las Vegas

Respectfully Submitted,

Camille Lee  
Assembly Attache

ASSEMBLY

AGENDA FOR COMMITTEE ON TRANSPORTATION

211

Date Tuesday, Apr 8 Time 3:00 p.m. Room 214

Bills or Resolutions  
to be considered

Subject

Counsel  
requested\*

A.B. 292

Requires every applicant for driver's license to present proof of age and designates certain forms for presentation by foreign-born applicants.

S.B. 197

Provides new formula for calculating axle weight limits for operation of vehicles on highways

S.B. 108

Enacts the Multistate Highway Transportation Agreement.



TRUCK TRANSPORTATION

The energy shortage has brought to the surface the difficult situation now facing the Nation's trucking industry.

Recent truck stoppages by independent operators have dramatized their dissatisfaction with the economic and productivity impacts of present fuel costs, disparate tax and licensing structures, regulations of size and weights and similar issues.

It is evident that many essential commodities have no feasible alternative to truck service and many communities are completely dependent on truck operations for their transportation needs.

We, therefore, recommend that the Congress and the Interstate Commerce Commission conduct an investigation of the problems of the trucking industry, particularly the relationship between owner/operators and certified carriers.

We further recommend federal legislation to permit single axle weights of 20,000 pounds and tandem axle weights of 34,000 pounds on the Interstate system. In addition, Congress should authorize a gross weight formula based upon those axle weights and designed to protect the bridges on the system, such as the formula developed by the American Association of State Highway and Transportation Officials.

Adopted at National Governors' Conference  
June 2-5, 1974

RESOLUTION

WHEREAS, the member states of WASHO have voted to approve vehicle standards proposed by AASHO in general agreement with the 1964 recommendations of the Department of Commerce, Bureau of Public Roads, to apply to all Federal-Aid highway systems, and

WHEREAS, the expanding Western economy depends on expanding transportation capacity, and

WHEREAS, highway transportation is the major mode for movement of people and goods in the United States, and

WHEREAS, uniform application in the West of more adequate standards will result in a reduction of pollution, congestion, and vehicle fuel and related costs, and also permit increased productivity, and

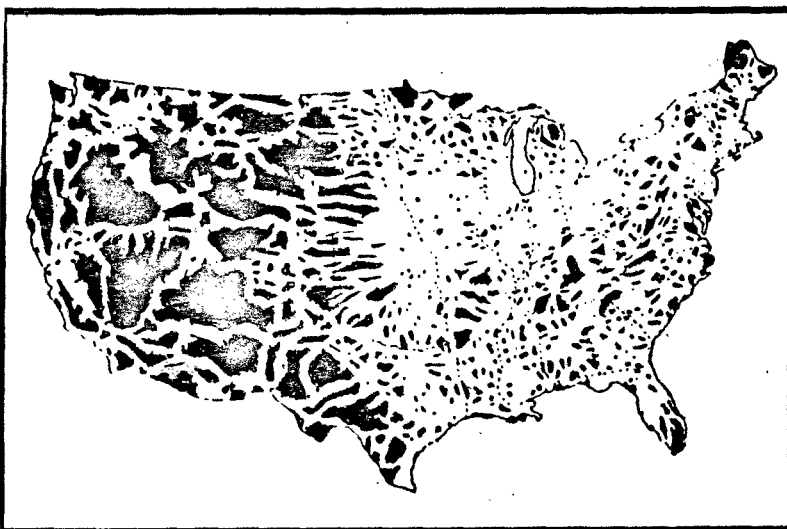
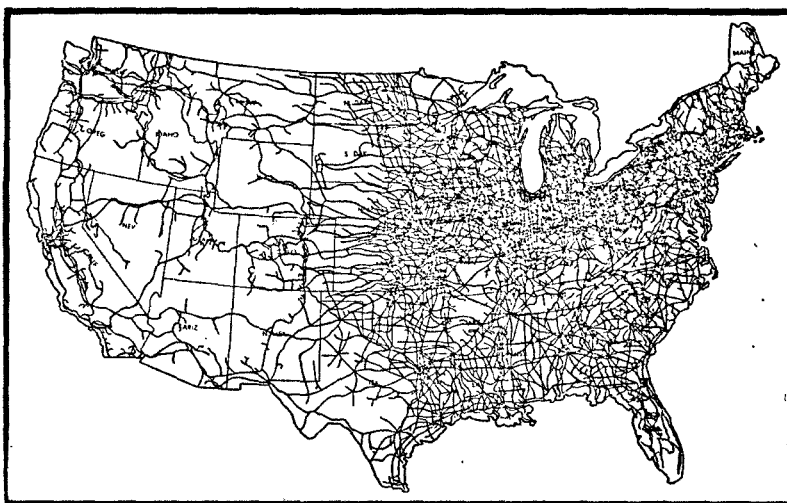
WHEREAS, a number of Western state have already, to the fullest extent possible, adopted, substantially, the 1964 Bureau of Public Roads recommended vehicle standards, and

WHEREAS, the 1956 provision depriving states of interstate matching money if weights and widths are changed remains on the books, though long outmoded, and in spite of the better than 80 per cent completion of the Interstate System,

NOW, THEREFORE, BE IT RESOLVED that the Western Association of State Highway Officials at its meeting in Helena, Montana, June 18-22, 1973, endorses the minimum vehicle standards of 20,000-lb. single axles, 34,000-lb. tandem axles, and the application of AASHO Table B in determining gross vehicle weights on all highways except those determined through engineering evaluation to be inadequate, and directs the WASHO members of the WASHO-Highway Transportation Industry Joint Committee to explore within that committee the desirability and feasibility of developing basic uniform vehicle standards for the Western states, including appropriate steps for arriving at such uniform standards through a regional agreement among the states of this area and contiguous states, and

BE IT FURTHER RESOLVED that recommendations of the said committee be presented to the member states of WASHO for their consideration and that a copy this resolution be sent to the congressional delegation of all WASHO member states.

Adopted June 21, 1973.

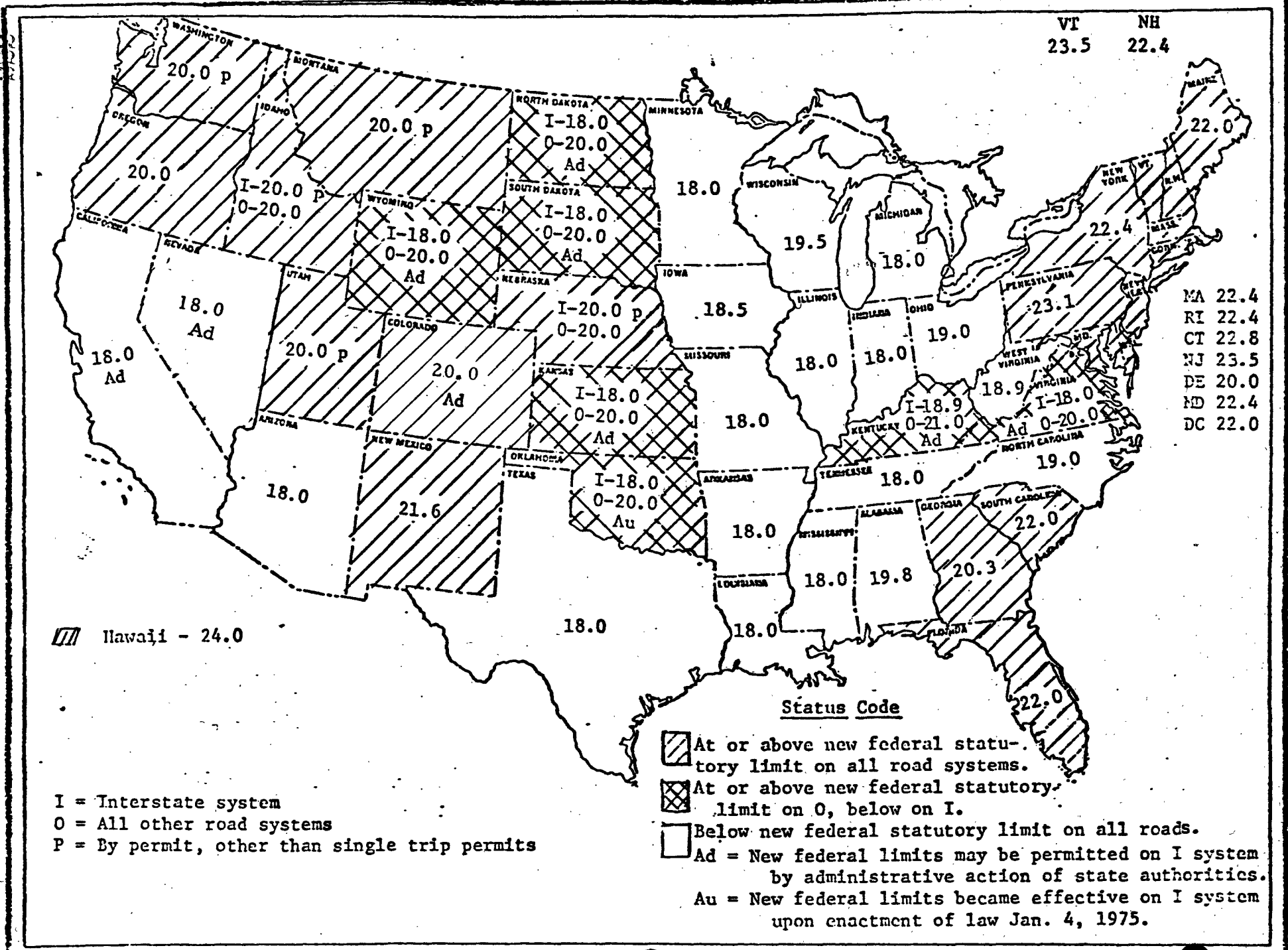


Nevada Motor Transport Association

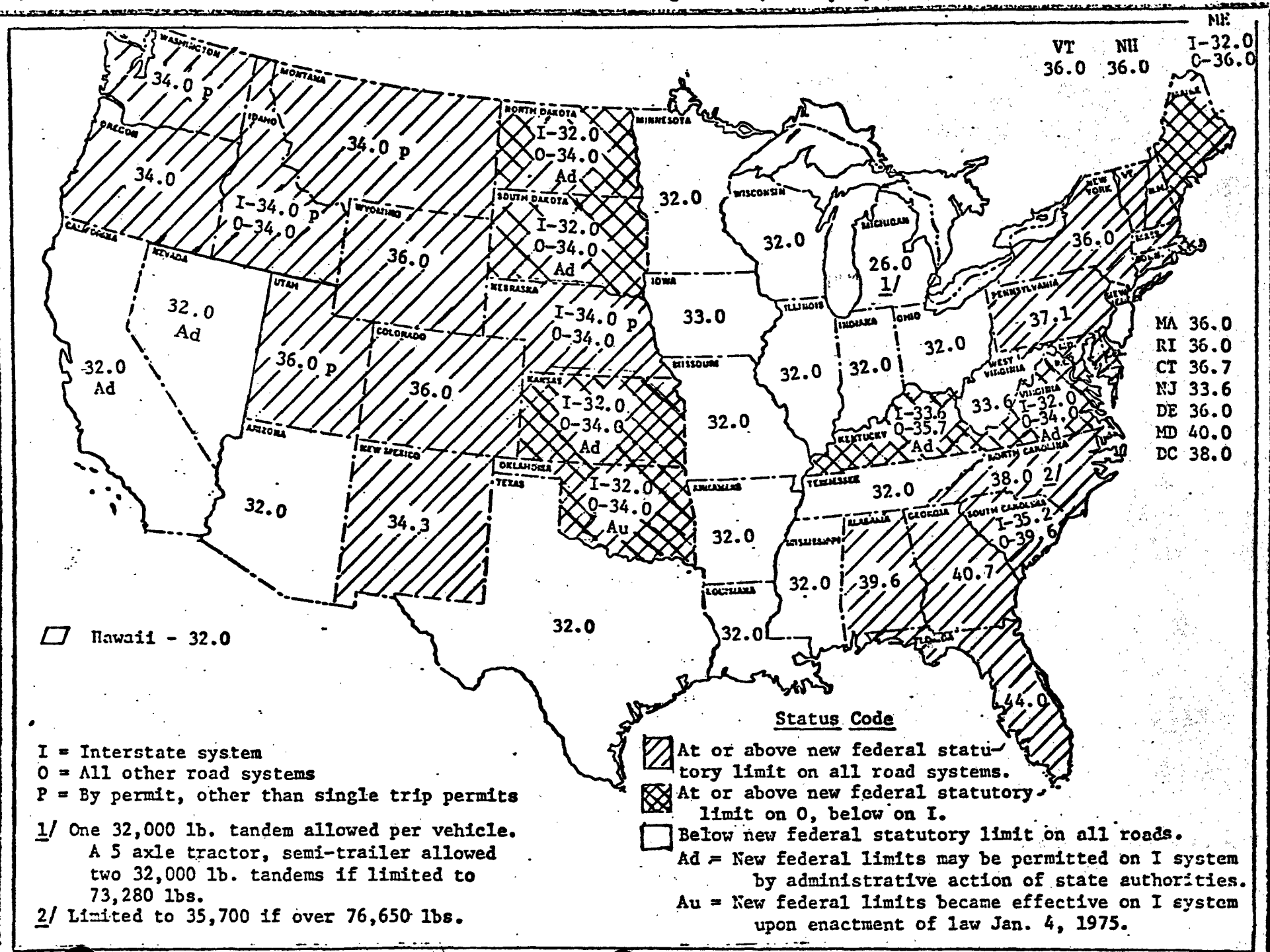
April 3, 1975

Areas in black are 25 miles or more from any rail line.

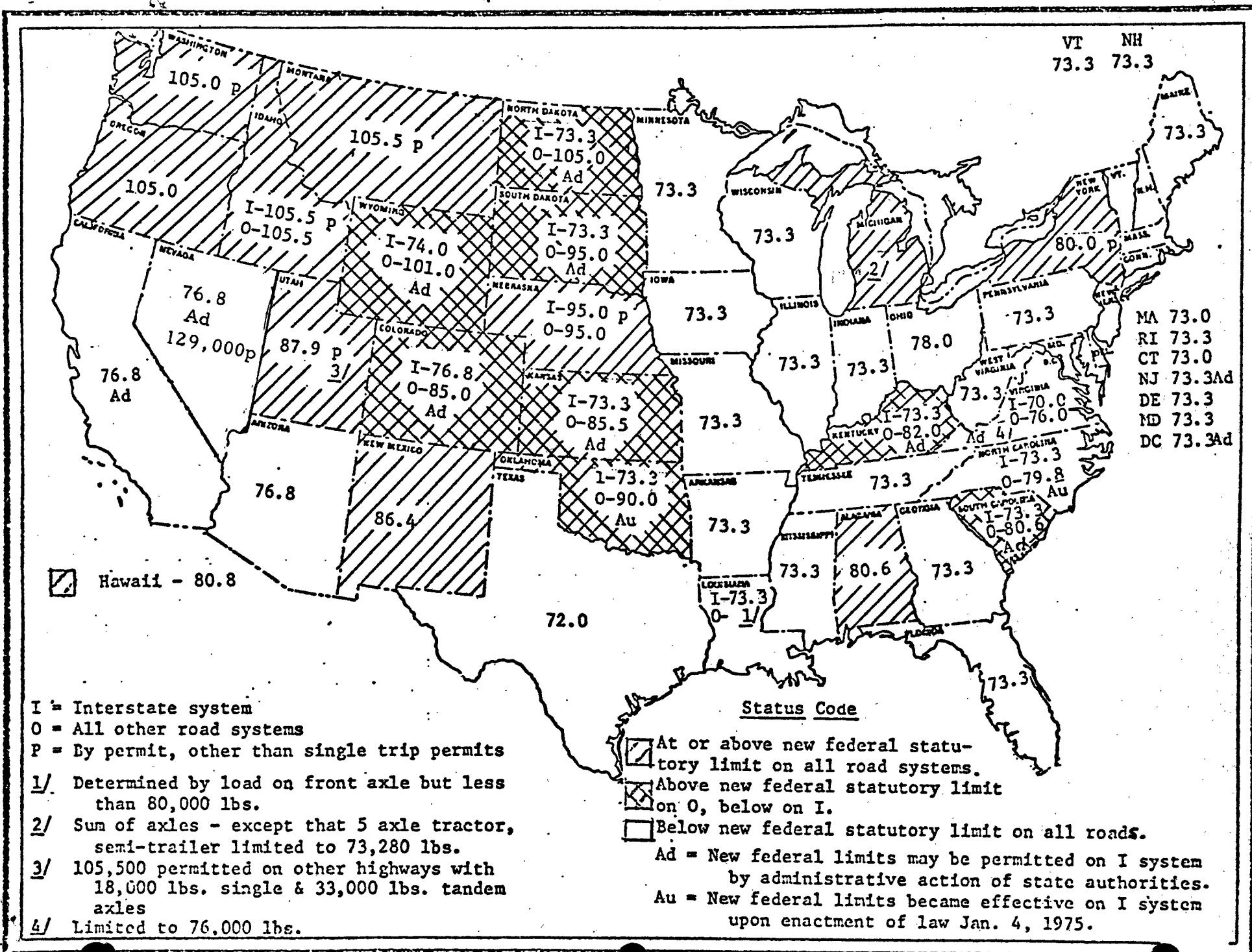
Single Axle Load Limits in Thousands of Pounds (including tolerances) on Date of Passage and Status on date of Enactment of New Federal Weight Law (January 4, 1975)



Tandem Axle Load Limits in Thousands of Pounds (including tolerances) on Date of Passage and Status on date of Enactment of New Federal Weight Law (January 4, 1975)



Maximum Gross Weight Limits in Thousands of Pounds (including tolerances) on Date of Passage and Status on date of Enactment of New Federal Weight Law (January 4, 1975)



# Nevada State Journal

Monday, Feb. 24, 1975

## Editorials

**James J. Kilpatrick**

### House Will Destroyed In Second Truck Vote

#### A Conservative View

New York's Congressman Edward I. Koch introduced a little bill the other day that merits the support of those who cling to the old ideal of government "of the people, by the people, and for the people." That democratic proposition is so indifferently respected these days that Koch's bill probably will fail, but he deserves an A for effort anyhow.

The bill would repeal the permissible increase in truck load limits approved by Congress in December.

If it had not been for a piece of parliamentary razzle-dazzle superbly executed by friends of the truckers' lobby, American motorists might not be faced with the grim prospect of 40-ton monsters grinding down the interstate highways. The taxpayers might not be faced with providing billions of dollars for the additional repairs and maintenance the higher limits may demand.

What happened in this affair was a stroke of oneupsmanship in the grand tradition. A majority of the House was outwitted and outflanked. Those who favored the higher limits won their war without really engaging in battle.

Consider the sequence of events. The Senate early last year approved a transportation bill authorizing an increase of 2,000 pounds in permissible single and tandem axle weights, and an increase from 73,280 to 90,000 pounds in the maximum gross weight. On August 20, the House had an opportunity to vote directly and specifically on that proposition. The vote was overwhelmingly against it, 252 to 159. This was an emphatic expression, if you please, of the "will of the House." It was as clear a manifestation as one could ask of government of the people and by the people.

The vote was a reflection, moreover, of con-

vincing arguments "for the people." The higher limits were opposed by ordinary motorists and by professional engineers alike. It was the truckers' position that because of lower speed limits and higher operating costs, they could not operate profitably without the increased loads approved by the Senate. Koch and others contended, to the contrary, that the truckers already had been assured compensating hikes in income. The Senate increases in weight were struck from the bill.

That should have ended the matter. But on Dec. 16, in the last whirlwind hours of the 93rd Congress, the transportation act returned to the floor of the House under suspension of rules. The parliamentary question turned on the instructions to be given a committee of conference. Koch struggled vainly for an opportunity to let the House vote once again, up or down, on the issue of load limits. He never had a chance.

Under the rules of the House, the committee in charge of a bill has the right to move for the instruction of conferees. Republican William H. Harsha of Ohio, ranking minority member of the Public Works Committee, showed the form of a

Superbowl star in a two-minute drill. By making a pre-emptive motion to instruct the conferees on an innocuous point, he flattened the opposition. Koch said he felt as if he'd been hit by a Mack truck. That was about the size of it.

In the end, the conferees agreed on an increase to 80,000 pounds, instead of 90,000 pounds. President Ford could not have vetoed the higher load limits without vetoing the bill as a whole, and there were sound reasons for enacting the rest of the bill. The jubilant truckers now have a clear shot at pressuring the state legislatures into falling in line.

Meeting in Tucson a month ago, the National Society of Professional Engineers, through its board of directors, urged repeal of the higher limits. Heavier trucks, said the NSPE, will create problems of safety, road and bridge repair, and "an earlier obsolescence of the highway system with increased ultimate cost to the consuming public." The higher but intangible cost lies in the damage done to responsible government. The House in August expressed its will. The House in December saw that will destroyed.

42 — Las Vegas Review-Journal — Sunday, March 2, 1975

## *R-J viewpoint*

# Truck weight limit bill change foolish

A bill is pending before the Nevada Legislature which would allow for a dramatic increase in the allowable weight limit on trucks passing through our state.

The proposed legislation comes at a time when the National Society of Professional Engineers is seeking a reduction in the maximum load limit on interstate highways to a level lower than that which is already allowable on our state roads.

It seems strange to us that a Nevada senator is trying to encourage added wear and tear on our own roadways when the engineers who build the highways and know what stress they can sustain are working to reduce the strain placed on the costly network of highways spanning our country.

In their support of federal legislation to reduce the national weight limits the engineers have cited recent studies showing that increased truck weights would reduce the average life of a bridge or stretch of pavement by as much as 40 per cent.

That could mean a dramatic reduction in the life span of the Interstate running through Las Vegas which local residents waiting so patiently for so many years to have completed.

The engineers do not have any vested interest in making highways last for a maximum number of years. Rather they are setting a limit on their own consulting fees for repairs to the roadways by encouraging Congressmen to insure they hold up as long as possible.

One might suspect, however, that the trucking companies do have an understandable reason for wanting to eliminate the present restrictions. The legislation proposed in Carson City appears to be part of a blatant rip-off attempt by the trucking industry to increase its profit margins at the expense of the taxpayers who will have to replace roads long before they would otherwise need repairing.

With the engineers trying to cut back the allowable weights on the durable interstate freeways we wonder how greatly the wear factor might be increased on state roads which were not built with the strength of the federal highways.

Sen. Snowy Monroe of Elko, who was the lone sponsor of the proposed law, was thoughtful enough to exclude the interstate highways from the increased limitations "if such application would prevent this state from receiving any federal funds for highway purposes."

He forgot to mention though who is going to pay for the replacement and repair of state-owned roads when they wear out faster than anticipated if heavier trucks are allowed to cross Nevada. He didn't say, but we have a strong hunch it won't be the trucking industry which is handed that repair bill.



# Big truck bill passes in Senate

Gazette-Journal  
Legislative Bureau

A bill to allow bigger and heavier trucks on Nevada highways passed the Senate Monday amid complaints it favors the trucking industry and will force Nevada taxpayers to pay for the damages.

Senate Bill 108 drew only two dissenting votes — from Sen. Mary Gojack, D-Reno, and from Sen. Joe Neal, D-Las Vegas, the latter of whom spoke vehemently against the measure.

Neal complained the measure is part of a western states and "trucking lobby" conspiracy to "blackjack" the eastern states into going along with a movement toward giant trucks on the highways.

He predicted the behemoths will wreck secondary roads in Nevada and the taxpayers will have to pay for the repair.

SB 108 permits a 10 per cent increase in maximum permissible weight per single truck axle to 20,000 pounds, and a six per cent increase in tandem axles to 34,000 pounds.

Sen. Warren Monroe, D-Elko, who introduced the measure, said it is intended to comply with standards being adopted generally throughout the western states.

He said the new weight limits comply with a decision made by the Transportation Committee of the Western Conference of State Governments in December.

The object is to make truck movements easier through uniform standards, he said.

And the more modern highways, Monroe added, are all designed to handle the bigger trucks. Interstate highways can easily accommodate trucks this size and larger, and some of the secondary highways can do so, too.

A companion bill, Senate Bill 197, also passed 18-2 by the Senate, gives the state highway authorities power to prevent the big trucks from using lighter-duty highways.

"Where's the public interest," Sen. Neal demanded to know.

In fuel savings and economic benefits, Monroe replied.

He said the big trucks will require fewer trips to move freight and the mining and agricultural industries are among those to benefit from cost savings.

"So, it helps the State of Nevada," Monroe said.

It will reduce air pollution, added Sen. Helen Herr, D-Las Vegas.

Sen. Ridhard Blackemore, D-Tonopah, whose district's mainstay is minerals, said the new loading is well under what the highways are capable of sustaining, and eastern truckers have been using the giants for years.

Whether the bigger trucks take to the road can mean the difference between marginal mines going into operation or remaining out of production, Blackemore said.

The measure moves to the Assembly, where Neal said he hopes it will receive "more consideration."

*Las Vegas*  
**REVIEW-JOURNAL**

3/26/75

Las Vegas Review-Journal — 17.

# State Senate passes big trucks bill

## R-J Legislative Bureau

CARSON CITY — A bill to allow bigger and heavier trucks on Nevada highways passed the state Senate Monday, amid complaints it favors the trucking industry and will wreck the roads and highways.

Senate Bill 108 drew only two dissenting votes, from Sens. Mary Gojack of Reno and Joe Neal of North Las Vegas, both Democrats.

Neal complained the bill was pushed through by the trucking lobby to force the Eastern states to go along with a Western movement toward supertrucks on the highways.

He predicted the giant trucks would wreck secondary roads and that Nevada taxpayers would pick up the tab or the damages.

The measure was sent to the Assembly where Neal said he hoped it would get "more consideration."

SB 108 permits a 10 per cent increase in maximum weights for trucks, allowing up to

87,500 pounds on double trailer-tractor rigs. The present limit is 76,800 pounds.

Sen. Warren "Snow" Monroe, D-Elko, who introduced the measure, said it was intended to comply with standards being adopted generally in Western states.

He said the new limits comply with a decision made by the Transportation Committee of the Western Conference of State Governments in December. The object is to make truck movements easier through uniform standards, he said.

Monroe added that more modern highways are designed to handle bigger trucks. Interstate highways can easily accommodate trucks bigger than those authorized in SB 108, he commented.

SB 108 would exceed federal limits of 80,000 pounds on federal highways.

In a debate on the Senate floor prior to the vote, Sen. Neal asked Sen. Monroe, "Where's the public interest?" in SB 108.

Monroe replied: "It helps the State of Nevada." He said the big trucks require fewer trips to move freight and that the mining and agricultural industries would benefit from cost savings.

Monroe said there would be fuel savings, too.

Sen. Helen Herr, D-Las Vegas, said the measure would reduce air pollution.

Sen. Rick Blakemore, D-Tonopah, who represents mining areas, said some other states have used giant trucks for years and the highways are capable of sustaining them.

Blakemore said bigger trucks mean more marginal mines going into operation in Nevada.

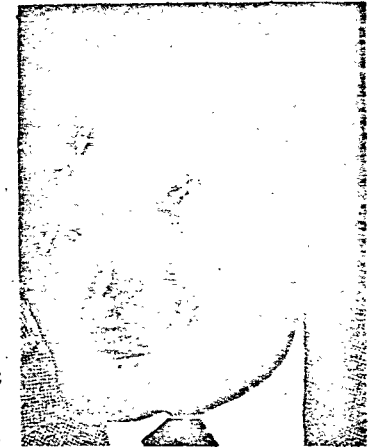
The Senate also passed a companion bill SB 197, giving the state highway authorities the

power to prevent the big trucks from using lighter-duty highways. The vote on SB 197 was the same, 18-2 with Gojack and Neal dissenting.

The bills were heavily lobbied by the Nevada Motor Transport Association, which asked for their introduction. Other trucking interests also were active in the legislative halls in the past few weeks.

Bob Guinn of the Motor Transport Association said the bill received backing from Grant Bastian, state highway engineer.

Opposition was voiced by the National Society of Professional Engineers, who have a campaign to repeal a new federal law that lets states increase truck weights. The engineers said heavier trucks would reduce the average life of a bridge or stretch of pavement by 25 to 40 per cent and annual highway costs could rise \$3.7 million.



**STATE SEN. JOE NEAL**  
...challenges truck bill

4 — Las Vegas Review-Journal — Wednesday, March 26, 1975

# Huge trucks will travel poor roads, official says

R-J Legislative Bureau

CARSON CITY — Super-giant trucks will travel substandard Nevada highways in spite of all efforts to stop them, a state highway official said Tuesday.

"I will say definitely that there will be a lot of violations," said Winston "Wink" Richards, chief of the state Motor Carrier Division.

Richards' statements to the Assembly Ways and Means Committee came on the heels of passage of a bill in the Senate to allow larger and heavier trucks on the roads.

Senate Bill 108, now under consideration in the Assembly, permits a ten per cent increase in maximum weights for trucks, allowing up to 87,500 pounds on double trailer-tractor rigs. The present limit is 76,800 pounds.

Richards said his force is too small to stop the truckers who will bootleg trips on the substandard roads with the super-giant vehicles.

"So the roads will deteriorate," said committee chairman Don Mello, D-Sparks. Richards gave no reply.

A companion bill, also passed Tuesday by the Senate, will give highway authorities power to place some lighter-duty roads off limits to the giant trucks. Mello said some 20 Nevada routes will have to be placed on the restricted list.

Richards said his division will patrol the restricted routes as much as possible, but he added his force of about 20 men will be spread too thin to stop all of the overweight violators.

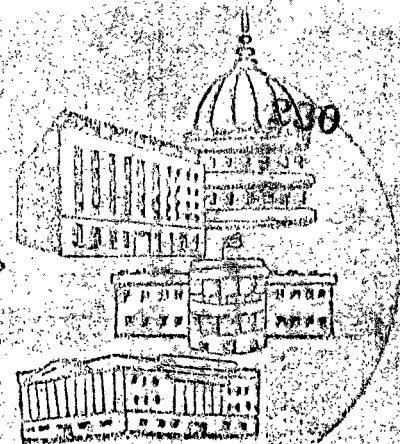
Sen. Joe Neal, D-North Las Vegas, argued against allowing the bigger trucks on the roads. He claimed it will cost the taxpayers in road repairs and will favor only the trucking industry.

The majority of the Senators accepted the argument the big trucks will cut down pollution and improve Nevada's economy.

William A. Bresnahan, President  
American Trucking Associations  
1515 P Street, N.W., Washington, D.C. 20036

No. 159  
November 19, 1974

# truck line



## PRESIDENT URGES "EARLY ACTION" ON TRUCK WEIGHT LEGISLATION

President Ford, in a message to Congress urging enactment of "highest priority" legislative proposals before its adjournment, has asked for "early action" on legislation to increase truck weights "in the interest of economic efficiency and fuel conservation."

The message, dated November 17 but received by the House and Senate when they re-convened Monday, made this statement regarding the truck weight bill:

"Earlier this year, legislation was submitted to provide reasonable increases in the size and weight of trucks traveling on Interstate highways. These increases were to offset the economic disadvantages to truckers resulting from lower permissible speed and higher fuel costs. The Senate passed a bill containing most of the features of the Administration's proposal while a similar bill did not pass in the House. I ask the Congress for early action on this issue in the interest of economic efficiency and fuel conservation."

The President was referring to the truck weight section in the highway bill (S. 3934) passed by the Senate September 11. That measure is now before the House Public Works Committee, which has not yet begun mark-up sessions of its own highway bill.

JAMES JACKSON KILPATRICK  
WHITE WALNUT HILL  
WOODVILLE, VIRGINIA 22749  
(703) 987-8289

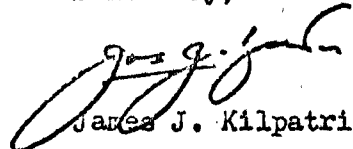
17 March 1975.

Dear Mr. Bresnahan:

Bless you, my brother, and thank you for your five reprehensible pages of March 23, but I am going to be a great disappointment to you. Man and boy, I have been covering this controversy over truck load limits for nearly 35 years. I have been worked on by experts, including such persuasive orators as the late David Mays. Your colleague in Virginia, Judge Williams, has devoted most of his adult life to my conversion-- but in vain.

I do appreciate your point of view; but I am afraid I am set in my unregenerate way.

Sincerely,

  
James J. Kilpatrick.

Mr. William A. Bresnahan, President,  
American Trucking Associations, Inc.,  
1616 P Street, N.W.,  
Washington, D.C. 20036.

vs.



232

Las Vegas, Nevada  
March 31, 1975

NEVADA SOCIETY OF PROFESSIONAL ENGINEERS

RECEIVED  
APR 2 1975

Mr. Alan Glover  
Chairman, Assembly Transportation Committee  
State Legislature Building  
Carson City, Nevada

Dear Mr. Glover:

Reference is made to Senate Bill No. 197 relative to the new proposed truck weight limits for our Nevada Highways.

A resolution was passed by the National Society of Professional Engineers in their January meeting in Phoenix to rescind an existing law allowing over-weights on the Interstate Freeway System.

Bill Adams, P.E., our National Director for the Nevada Society of Professional Engineers apposed and cast a negative vote against the above resolution. Mr. Adams represents our State Board for national meetings and supports Senate Bill No. 197, consequently the Nevada Society of Professional Engineers does not support the National's position on this question.

Our Nevada modern highways and structures are designed to accommodate the weight limits of Senate Bill No. 197. It would be in the public's interest to utilize the full capacity of such highways.

Very truly yours,

Jack Parvin, P.E.  
President, Nevada Society of Professional Engineers

cc: Robert Guinn, Secretary Nevada Motor Transport ✓

March 17, 1975 233

TO WHOM IT MAY CONCERN:

This is to state, the Nevada Society of Professional Engineers is not in favor of Resolution 74-19 dealing with Legislation Re Truck Weight on Interstate Highway System as passed by the National Society of Professional Engineers. I as National Director attended the National Meeting in Tuscon, Arizona and voted against the resolution as directed by my own board. The national board did approve it but it was by a small majority. The Nevada Society has always backed the Highway Engineer and his recommendations and we followed it in this case.

*William E Adams*

William E. Adams, P.E.  
National Director  
Nevada Society of  
Professional Engineers

March 24, 1975

Transportation  
Permit Route  
Restriction

Gentlemen:

Engineering determinations have been made that indicate possible severe travelway damage will be sustained during the spring thaw.

Therefore, effective immediately through April 30, 1975, the following routes or route sections will be restricted to any overweight load exceeding the legal axle and tandem axle weights. The routes and route sections are numbered on this listing and cross referenced on the map on the reverse side of this sheet for easy reference. All previous undated editions of this letter are obsolete.

1. SR 3 FROM JCT WITH US 395 TO YERINGTON
2. US 395 FROM GARDNERVILLE SOUTH TO CALIFORNIA STATE LINE
3. SR 27 FROM JCT WITH US 395 SOUTH OF RENO WEST TO JCT WITH SR 28
4. SR 17 FROM JCT WITH US 395 SOUTH OF RENO THROUGH VIRGINIA CITY TO JCT WITH US 50
5. US 50 FROM JCT WITH SR 17 EAST TO FALLON
6. SR 140 FROM JCT WITH US 95 NORTH OF WINNEMUCCA TO DENIO AND WEST TO OREGON-NEVADA LINE
7. US 95 FROM OROVADA NORTH TO McDERMITT
8. SR 11 FROM JCT WITH SR 51 TO CHICKEN CREEK SUMMIT NORTH OF DINNER STATION
9. SR 51 FROM JCT WITH US 40 IN ELKO NORTH TO IDAHO STATE LINE
10. SR 51 FROM GARDEN PASS NORTH TO JCT WITH US 40 IN CARLIN
11. US 50A FROM ELY NORTH TO WENDOVER
12. US 50 FROM ELY WEST TO EUREKA
13. US 6 FROM ELY SOUTH AND WEST TO LOCKES
14. US 93 FROM ELY SOUTH TO PIOCHE
15. SR 25 FROM PANACA EAST TO UTAH STATE LINE
16. SR 8A FROM JCT WITH US 6 NORTH TO JCT WITH US 50 NEAR AUSTIN
17. SR 8A FROM BATTLE MOUNTAIN TO 49 MILES SOUTH
18. SR 18 FROM GOLCONDA TO 16 MILES NORTHEASTERLY (GETCHELL MINE ROAD)

In addition to the above, the following routes will have the same restrictions until further notice.

19. SR 7 FROM JCT WITH INTERSTATE 15 WEST TO JCT WITH US 93
20. SR 12 FROM JCT WITH INTERSTATE 15 SOUTH TO TOWN OF OVERTON
21. US 95 FROM RAILROAD PASS SOUTH TO JCT WITH SR 60
22. I-015 FROM JEAN TO CALIFORNIA STATE LINE
23. SR 29 FROM JCT WITH US 95 TO CALIFORNIA STATE LINE
24. SR 34 FROM US 40 IN WADSWORTH TO GERLACH

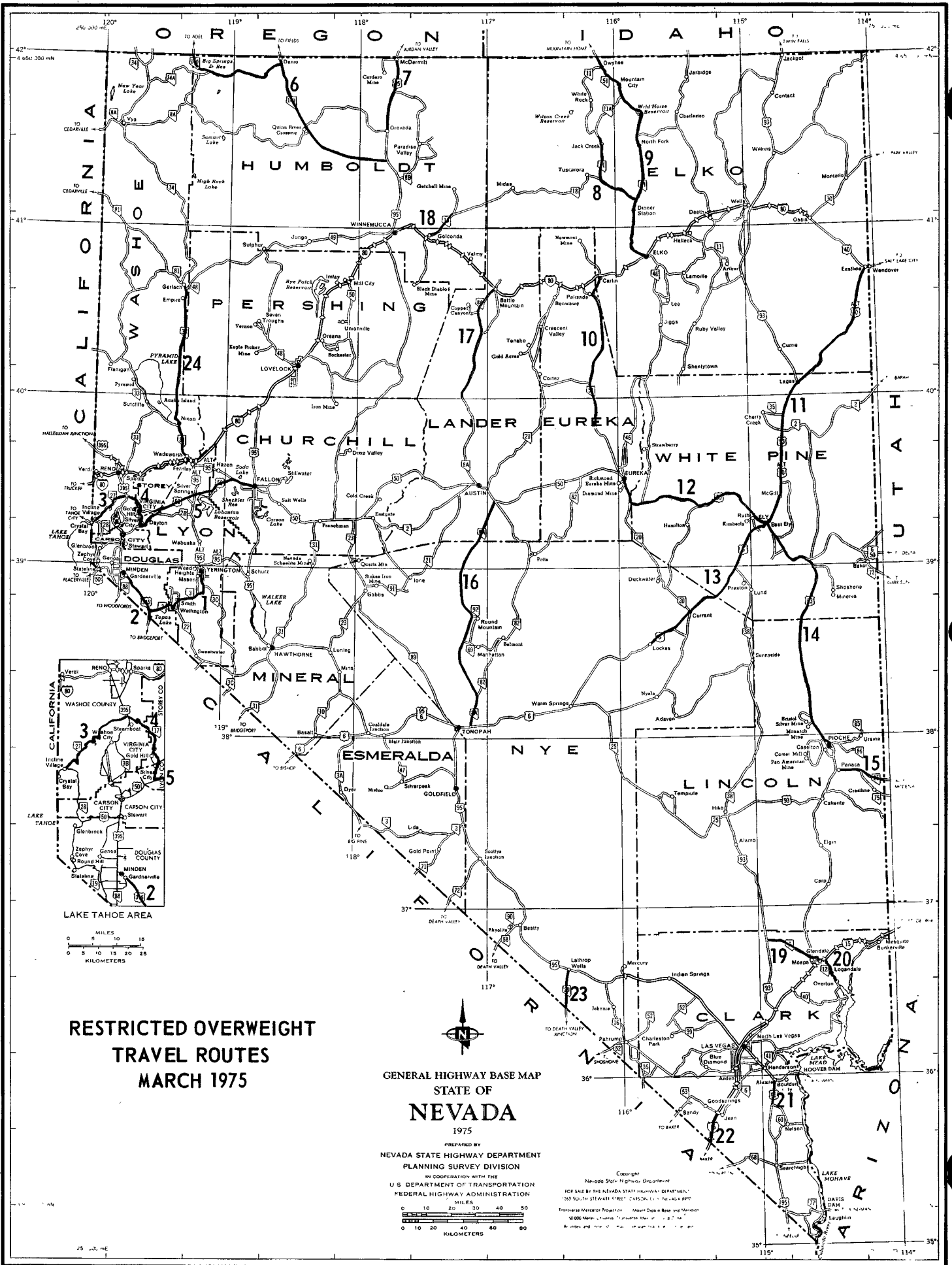
Very truly yours,

*William H. Shewan*  
William H. Shewan  
Deputy State Highway Engineer

WHS:JM

cc: Motor Carrier  
Nevada Highway Patrol

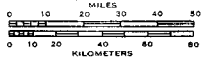




**RESTRICTED OVERWEIGHT  
TRAVEL ROUTES  
MARCH 1975**

GENERAL HIGHWAY BASE MAP  
STATE OF  
**NEVADA**  
1975

PREPARED BY  
NEVADA STATE HIGHWAY DEPARTMENT  
PLANNING SURVEY DIVISION  
IN COOPERATION WITH THE  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



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"35 SOUTH STEWART STREET" CARSON CITY, NEVADA 89401  
Fleming-McCoy Properties, Inc. Mount Diablo Base and Nevada  
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MGMRNOA RNO

MGMRNOA RNO

2-036566E093 04/03/75

ICS IPMRNCZ CSP

7027367061 MGM TDRN LAS VEGAS NV 108 04-03 0515P EST  
ZIP

 **Mailgram**  
western union



ASSEMBLY TRANSPORTATION COMMITTEE  
STATE CAPITOL BLDG  
CARSON CITY NV 89701

WE ASK THIS BE READ BEFORE YOUR COMMITTEE:

"NEXT TO LABOR COST INCREASING THE VALUE OF GOODS MANUFACTURED TODAY,  
THE NEXT ITEM ADDED TO WHOLESALE COST BEFORE BEING SOLD TO THE PUBLIC  
RETAIL IS THE FREIGHT COST.

ONE WAY TO HOLD THE FREIGHT COST DOWN IS TO INCREASE THE WEIGHT YOU CAN  
HAUL ON EACH AXLE.

WE IMPLORE YOU TO GIVE YOUR SUPPORT TO SB-108 AND SB-197 BEFORE YOUR  
COMMITTEE NOW.

WE ARE THE LARGEST GENERAL COMMODITY CARRIER IN SOUTHERN NEVADA AND  
SPEAK WITH EXPERIENCE."

SINCERELY,

R L MCNEIL TERMINAL MANAGER MILNE TRUCK LINES INC LAS VEGAS NEVADA

1719 EST

MGMRNOA RNO

Rec 136

ICS IPHNCZ CSP

7028766120 TDRN LAS VEGAS NV 48 04-08 0140P EST  
 PMS ASSEMBLY TRANSPORTATION COMMITTEE, DLR  
 STATE CAPITOL BUILDING  
 CARSON CITY NV 89701

NEXT TO LABOR AND GROWING COSTS IS THE TRANSPORTATION COSTS.

BY INCREASING THE WEIGHT ON EACH AXLE WE CAN BRING DOWN THE COSTS TO  
 THE CONSUMER.

WE ASK YOU TO GIVE YOUR FULLEST SUPPORT TO SB-108 AND SB-197 WHICH  
 ARE BEFORE YOUR COMMITTEE AT THE PRESENT TIME.

SINCERELY,

STAN RAY AND DON FREI

11-1231 (10-68)

  
 western union

Telegram

PARTNERS ROCKY MOUNTAIN PRODUCE CO  
 LAS VEGAS NV  
 8888

1975 APR -8 PM 11:53



237

Las Vegas, Nevada  
March 31, 1975

**NEVADA SOCIETY OF PROFESSIONAL ENGINEERS**

Mr. Alan Glover  
Chairman, Assembly Transportation Committee  
State Legislature Building  
Carson City, Nevada

Dear Mr. Glover:

Reference is made to Senate Bill No. 197 relative to the new proposed truck weight limits for our Nevada Highways.

A resolution was passed by the National Society of Professional Engineers in their January meeting in Phoenix to rescind an existing law allowing over-weights on the Interstate Freeway System.

Bill Adams, P.E., our National Director for the Nevada Society of Professional Engineers apposed and cast a negative vote against the above resolution. Mr. Adams represents our State Board for national meetings and supports Senate Bill No. 197, consequently the Nevada Society of Professional Engineers does not support the National's position on this question.

Our Nevada modern highways and structures are designed to accommodate the weight limits of Senate Bill No. 197. It would be in the public's interest to utilize the full capacity of such highways.

Very truly yours,

A handwritten signature in cursive script that reads "Jack Parvin".

Jack Parvin, P.E.  
President, Nevada Society of Professional Engineers

cc: Robert Guinn, Secretary Nevada Motor Transport

238

**WASHOE COUNTY  
DEPARTMENT OF PUBLIC WORKS**



GEORGE OSHIMA, P.E., DIRECTOR

PHONE 785-4101

1205 MILL STREET

RENO, NEVADA 89502

Mailing Address: P. O. Box 11130  
Reno, Nevada 89510

April 8, 1975

Assemblyman Alan Glover, Chairman  
Assembly Transportation Committee  
Nevada State Legislative Building  
Carson City, Nevada 89701

Re: SB 108 and SB 197

Assemblyman Glover:

The referenced Senate bills concern the increase in highway load limits, generally applicable to our major highway systems.

SB 108 appears to involve the State of Nevada to achieve a uniformity in regulations with its neighboring states. To this, we find no objections.

In regards to SB 197 we have researched the proposed changes, have discussed the effects of the increase in maximum highway loadings with our staff and with the state highway department, and with our county manager Russell McDonald. Especially with the addition of sub-section 7 of Section 1 (first reprint), the bill will permit the county commissioners to exercise their responsibilities with greater latitude. Presently, under NRS 405.010 the counties can control load limitations under very limited situations.

Inasmuch as the increase in the maximum load limits involve the major highway transportation network and the local governmental entities will have the necessary options to control local highways, passage of SB 197 is recommended.

Very truly yours,

PUBLIC WORKS DIRECTOR

A handwritten signature in cursive script that reads "George Oshima".  
George Oshima

GO:aw

cc: Assemblyman Robert Barengo  
Robert F. Guinn  
Russell W. McDonald

# REGIONAL STREET and HIGHWAY COMMISSION

239

## OF CLARK COUNTY

Las Vegas, Nevada

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

RICHARD J. RONZONE, Chairman  
RON LURIE, Vice-Chairman  
C. R. CLELAND  
ORAN K. GRAGSON  
TOM WIESNER  
W. TOM COOPER  
RICHARD A. STEWART

March 19, 1975

Assemblyman Alan Grover  
Nevada State Assembly  
Carson City, Nevada

S.B. 108 and S.B. 197

I have reviewed S. B. 108 and 197 concerning load limits on Nevada Highways with Mr. William Adams of the City of Las Vegas and Mr. George Monahan of the Clark County Public Works Department, and we recommend passage of these bills.

Our major streets and highways have been designed for these loadings for many years. If the trucks are allowed larger loads, fewer trucks will be required to carry the same amount of cargo. This will result in a total fuel savings; producing less air pollutants in our urban areas and a labor cost savings to the public.

If you have any questions on this bill, I will be happy to answer them for you.



CHARLES P. BRECHLER  
Managing Engineer

ls

cc: Bob Guinn