

TRANSPORTATION COMMITTEE MEETING - MINUTES  
APRIL 19, 1977  
3:40 P.M.

MEMBERS PRESENT: Chairman Hayes Mr. May  
Mr. Demers Mr. Jacobsen  
Mr. Glover Mrs. Westall

MEMBER ABSENT: Mr. Harmon

GUESTS PRESENT: Brent Howerton, Highway Department  
Lori Larson, WNCC  
H. J. Schoff, City of Winnemucca  
Ed Sutherland, Pres. N.S.O.A.A.  
Paul Giandrone, Ryan Outdoor  
John Ciardella, Department of Motor Vehicles  
Harold Harmon, Department of Motor Vehicles  
John Holmes  
Virgil Anderson, AAA  
Ruby Ruedy  
Barbara Guzman, D.D.P.C.  
Robert F. Quinn, Nevada Transport Association  
Nevada Franchised Auto Dealers Assn.  
Stan Cooper, Division for Aging  
Dorothy Pharis, Elderport Transportation  
Don Crosby, Highway Department  
Ray Crosby, Disabled American Veterans  
Howard Hill, Department of Motor Vehicles  
John Griffin, Rehabilitation  
John Borda, Office of Traffic Safety

AB 323

Nash Sena, sponsor of the measure, submitted to the Committee copies of an amendment to AB 323, discussed on March 8, amended and passed March 29, reconsidered April 12 because proposed action was not compatible with Department of Motor Vehicle procedures. Suggestions and recommendations by Department of Motor Vehicles has now been incorporated into the amendment and the proposed measure is now a workable provision. (See EXHIBIT A)

Mr. Howard Hill, Director, Department of Motor Vehicles, stated this amendment requires, upon registration of a vehicle, a form from an insurance company indicating that the person is insured; that that insurance will be maintained; including a policy number or receipt showing payment. The fine for not maintaining proper insurance will be a minimum of \$100. The Department does not have to retain the forms or follow up. The insurance proof provision would not go into effect until February, 1978. The cost of publishing the forms will not necessitate a fiscal note.

AB 696

Ray Crosby, Disabled American Veterans, stated that if they were put in a position of having to abandon one bill in favor of another they would prefer to abandon AB 696 in favor of 622. There are about 45 states that have a bill similar, which incorporates a free parking arrangement for 100% disabled veterans, and special license plates. There are about 400 disabled in the state but only 50 to 75% have automobiles. The specially marked license plates would be an advantage in obtaining assistance from passers-by in incidents of breakdown or accident on a highway. Mr. Crosby discussed the estimated costs for services proposed in this measure but had no statistics to substantiate his estimate.

Mr. Glover asked if there was not already a specialized license plate for the handicapped and was told that some of the veterans used the existing plate but they would like to have a plate of their own; many other groups in the state had their own special plates.

Mr. John Ciardella, Department of Motor Vehicles, said the Department did not take a stand on AB 696 but they do have a special license plate that can be used by anyone who is handicapped; and also stickers for placing on front of vehicle to indicate condition of owner of vehicle which allows parking metered zones without charge. Another measure specifies fees of \$4.50 to \$5.50 for special plates. If this measure passes the Department will have to request a fiscal note.

AB 665

John Holmes supported AB 665, outlining the superior performance of the quartz headlight over the authorized conventional sealed headlight. The advantages are it lights a wider and longer area (1200 feet ahead compared to 400 feet for conventional beam) and it is not as easily broken. The bill proposes the quartz as an option to the standard sealed beam headlight. The cost of the standard head light is about \$3 and the quartz light about \$30. Mr. Holmes demonstrated effectiveness of the proposed option and also submitted a published article and written testimony. (See EXHIBITS B AND C)

Mr. May asked if there was more than one manufacturer of this light and was told that there were five or six manufactures.

Mr. Jacobsen asked if the quartz lamp could be distinguished from the standard light by on coming traffic.

Mr. Holmes replied the trained eye of a Highway Patrolman could tell immediately as there's distinct difference in the appearance of the light. If the proposed option should become law the items would be available through the parts houses. These are already in stock as they are used on off-road vehicles.

Assembly

Mrs. Westall asked if the brighter light was a hazard for on coming

vehicles and was told that any light that was stronger and brighter was more dangerous and annoying. The Highway Department had been experimenting with this.

Robert Quinn, Nevada Motor Transport Association, stated his organization did not oppose the bill but there was language in the bill referring to Interstate Commerce Commission that should be changed to the Department of Transportation. He said there were no standards for headlights in Nevada other than those adopted by the Department of Transportation. He did not know if there was any conflict. If new standards are adopted he was concerned that those with old vehicles would not be able to comply. A segment of the population equipped with high lights might present some problems and he was of the opinion the Department of Motor Vehicles should take a leadership role in the study of the measure.

Howard Hill, Director, Department of Motor Vehicles, stated they had been testing quartz lights on two highway patrol vehicles for three or four months. In comparing the lights, light colored objects become visible at 1100 feet; with the standard lights they become visible at up to 700 feet. The Patrolmen stated they had a few motorists ask for dimming when the lights were already on the low beam. They had asked truck drivers, by radio, if the brighter lights bothered them and were told that they did not. The Department is not taking a stand on this bill.

John Borda Office of Traffic Safety, said he had no strong objections to the measure but was concerned that the brilliance might constitute a hazard as there were a few drivers who did not dim their lights for on coming traffic.

#### SB 393

Ed Sutherland, President, Nevada Outdoor Advertising Association, supported SB 393. He said the removal of informational signs from major highways would adversely affect some small towns where this was the only means of informing the public that the town existed and of the services it offered. Total removal of these signs in unzoned areas would work great economic hardship on the towns. They have no areas zoned for highway signs in 160 mile radius of Winnemucca and as the interstate by passes the community the highway signs are necessary to their economy. They have regulations from the federal government that are quite strict in some areas but provide some assistance to the advertising companies so they did not feel the hardship. The hardship was worked on the advertisers who use the sign boards. (See EXHIBIT D).

Mr. Jacobsen stated many thought the information and directional signs posted by the Highway Department were inadequate to properly inform the traveling public and many tourists did not visit the area because of lack of information.

Brent Howerton, Highway Department said the law required removal of all signs in some areas. The State could put up directional and informational signs but the State also had to maintain these signs. To include all the logo the areas felt necessary would be a high cost program and would invariably generate inequities. The Highway Department does support SB 393.

Mr. May asked the type of general area that was projected for permission of retention of sign boards.

Mr. Sutherland said for one Winnemucca and other rural areas. Nevada was not as sophisticated as the eastern areas that were zoned for billboards and the Federal Government had created a void for rural areas that cannot come under the Beautification Act.

Mr. Howerton said this bill will not allow construction of new non-informational signs. It would allow retention of certain signs whose removal would create an economic impact to the area. Some of the signs need to remain. Many areas in Nevada will benefit from the passage of the proposed bill.

Don Crosby, Highway Department, said they were for the bill but concerned with the last portion of the bill - that that part should remain in the bill. They did not want to jeopardize funding. They would cooperate to the maximum with the communities but had to protect their Federal funding.

H. J. Schoff, City of Winnemucca, said the results of a survey indicated 90% of the visitors to the town stopped because they saw a highway sign. He reiterated the need of the area to retain some of the signs to indicate to travelers the nature of the town and what it had to offer. They have no recourse other than outdoor advertising.

AB 668

Stan Cooper, Division for the Aging, stated his Agency supported the measure because funds were needed for transportation services for senior in Nevada. They now receive funds from several sources but money from one of the two main sources, Title III, was due to expire. For Mr. Cooper's testimony see EXHIBIT E.

Dorothy Pharis, Elderport Transportation, in support of AB 668, spoke of services provided senior citizens. They transport the elderly for medical purposes, essential business transactions and to get hot meals. They are not able to transport them for recreation purposes. They transport about 260 persons per day at a cost of \$150 a day. The public bus system of Reno does not meet the needs of the elderly. They cannot negotiate the buses or contend with adverse weather conditions. Costs are rising and this service is vital to the elderly.

Chairman Hayes stated AB 668 should be in the Ways and Means Committee rather than taking more time with it in the Transportation Committee.

Mr. Glover moved to Do Pass AB 668, with the recommendation it be rereferred to Ways and Means; Mrs. Westall seconded the motion; motion carried unanimously.

Assembly

AB 672

Howard Hill, Director, Department of Motor Vehicles stated the Department had occasionally gotten requests to close their files to commercial solicitations. They thought the law should be clarified.

Mrs. Westall stated she did not wish the information released but if it were released a large fee should be charged for the list of motor vehicle registrants.

Mr. Hill stated they allowed information for particular purposes. If this proposed bill does not pass they will then have to start providing lists to all who request the information because by law it is public information. The original intent of the bill was that information could not be sold but the bill reads that information cannot be used. This was not the intent of the sponsor of the bill.

Mr. Robert Quinn representing Nevada Franchised Automobile Dealers Association, stated excluding this particular list was discrimination against one segment of industry. If the public was going to be barred from access to these records then records of all agencies should be barred. Excluding this one worked against the automobile industry particularly, whereas other industries were not denied access to lists that might be helpful in their sales and promotion programs. As the bill is now written, it will not serve the intent of the sponsor.

Mrs. Westall stated she thought lists of all the agencies should be barred from sale for solicitation purposes.

Virgil Anderson, AAA, said as an insurance company they had some concern about the way the bill was written. They used the lists to check driving records for policy applicants. The language of the bill should be clarified.

SB 292

Mrs. Westall moved to Do Pass SB 292; Mr. Jacobsen seconded the motion; motion carried unanimously.

SB 393

Mrs. Westall moved to Do Pass SB 393; Mr. May seconded the motion; Motion Carried unanimously.

AB 696

The Committee discussed the bill noting that the disabled already had free parking privileges.

Mr. Hill stated that the disabled veteran could get the proper stickers for free parking in metered areas and special plates were available to all handicapped.

Mr. Jacobsen agreed to speak on SB 393 on the Floor

Mrs. Westall agreed to handle AB 672 on the Floor.

Chairman Hayes will speak on SB 292 before the Assembly.

The Committee agreed to hold AB 424 as it is late in the session to try to get the bill through.

SB 228

Mr. Jacobsen moved to Do Pass SB 228; Mr. May seconded the motion; motion carried unanimously.

AJR 55

Mr. May moved to Do Pass AJR 55; Mrs. Westall seconded the motion; motion carried unanimously.

SB 144

Mr. Glover moved to Do Pass and rerefer to Committee on Ways and Means; Mr. Jacobsen seconded the motion; motion carried unanimously.

Meeting adjourned at 5:50 P.M.

Respectfully submitted:

*M. Robertson*

M. Robertson, Secretary

<input type="checkbox"/> Adopted <input type="checkbox"/> Lost Date: Initial: <input type="checkbox"/> Concurred in <input type="checkbox"/> Not concurred in Date: Initial:	<input checked="" type="checkbox"/> Adopted <input type="checkbox"/> Lost Date: Initial: <input type="checkbox"/> Concurred in <input type="checkbox"/> Not concurred in Date: Initial:	Amendments to Assembly / <del>Senate</del> Bill / <del>Joint Resolution</del> No. <u>323</u> (BDR <u>43-546</u> ) Proposed by <u>Assemblyman Sena</u>
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1977 Amendment No. 140

Amend section 1, page 1, line 2, delete open bracket.  
 Amend section 1, page 1, line 3, delete closed bracket.  
 Amend section 1, page 1, line 4, delete open and closed brackets.  
 Amend section 1, page 2, delete lines 1 through 5 and insert:  
 "(e) A signed declaration by the applicant that he has and will maintain security as required by chapter 698 of NRS covering the motor vehicle to be registered.

(f) A verified statement from the insurer containing the name of the insurer, its agent, the identifying number, if any, of the insurance policy and the term for which the policy is in effect."

Amend section 2, page 2, delete lines 30 through 35, and insert:  
 county assessor under the provisions of this section shall include: [a]

(a) A signed declaration by the applicant that he has and will maintain security as required by chapter 698 of NRS covering the motor vehicle to be registered [.] ; and

(b) A verified statement from the insurer containing the name of the insurer, its agent, the identifying number, if any, of the insurance policy and the term for which the policy is in effect."

Amend the bill as a whole by adding new sections, designated sections 3 and 4 following section 2, to read as follows:

Sec. 3. NRS 484.263 is hereby amended to read as follows:  
 484.263 [It is unlawful for any person to operate] 1. A person shall

EXHIBIT A

(a) Operate a motor vehicle registered in this state without having security covering the vehicle as required by chapter 698 of NRS.

(b) Operate or knowingly permit the operation of the vehicle without having proof of security in the vehicle.

(c) Fail or refuse to surrender, upon demand, to a peace officer or to authorized representative of the department proof of such security.

2. Except as provided in subsection 3, any person who violates subsection shall be fined not less than \$100 nor more than \$500.

3. A person shall not be fined if he presents evidence to the court that security required by chapter 698 of NRS was in effect at the time demands made for the security.

Sec. 4. This act shall become effective on February 1, 1978."

Amend the title of the bill to read as follows:

"AN ACT relating to motor vehicle insurance; requiring a statement from the insurer that mandatory insurance is in effect; providing penalties; and providing other matters properly relating thereto."



## PREAMBLE TO AMENDMENT TO MOTOR VEHICLE SAFETY STANDARD NO. 108

Lamps, Reflective Devices, and Associated Equipment—Passenger Cars, Multipurpose  
Passenger Vehicles, Trucks, Buses, Trailers, and Motorcycles  
(Docket No. 69-18)

On January 3, 1970, a proposal to amend Federal Motor Vehicle Safety Standard No. 108 (Docket No. 69-18) was published in the *Federal Register* (35 F.R. 106). Comments were requested on 25 proposed amendments.

Interested persons have been afforded an opportunity to participate in the rulemaking process and their comments have been considered in the amendments published today. Except as otherwise noted, the amendments are effective July 1, 1971. The amendments are discussed below in the order in which the proposals were published. Unless otherwise indicated, there were no significant objections to the proposals that are being adopted.

(a) It was proposed that Standard No. 108 be extended to include requirements for replacement lighting equipment on vehicles manufactured to comply with Standard No. 108, and all replacement sealed beam headlamp units, lamp bulbs, and plastic lenses.

The proposal to include replacement equipment on vehicles manufactured on or after the effective date of the standard (July 1, 1971) has been adopted. However, the proposal to include all replacement sealed beam headlamp units, lamp bulbs, and plastic lenses on vehicles manufactured prior to that date has been deferred because of the difficulties involved in retrofitting vehicles that were not originally manufactured to conform to Standard No. 108. Further study is necessary of the problems, leadtime, and costs

Individual copies of Motor Vehicle Safety Standards may be obtained from the National Highway Safety Bureau's General Services Division, Room 5111C, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590.

involved in designing and testing replacement equipment for older vehicles that meets the standards required of motor vehicles manufactured today.

(b) The present intermediate side marker device requirement covering vehicles 30 feet or more in overall length, and 80 inches and more in overall width, has been extended to cover vehicles of lesser width.

Commenters requested that the overall length of a trailer be interpreted to exclude the length of the trailer tongue. However, it has been determined that when the rear of a trailer is 30 feet or more from the towing vehicle, intermediate side marker devices are warranted, regardless of the length of the trailer tongue.

(c) SAE Standard J594d, "Reflex Reflectors", has replaced J594c as the basic reference for this item of lighting equipment. Some commenters felt that Class B reflectors (eliminated in J594d) should still be permitted for motorcycles, but the Bureau believes that a motor vehicle whose conspicuity is already marginal should be required to have Class A reflectors.

(d) Self-canceling turn signal operating units will be required on all vehicles less than 80 inches in overall width. One commenter requested excluding all trucks, truck tractors, and commercial vehicles regardless of vehicle width, and several commenters requested the elimination of the requirement for cancellation by steering wheel rotation.

Since the operation of vehicles less than 80 inches in overall width is similar to that of passenger vehicles and other vehicles of lesser width are operated by drivers other than pro-

EXHIBIT C

ASSEMBLY BILL # 665

Assemblyman Jacobsen

April 11, 1977

1. This is an OPTIONAL standard for headlights for those who wish to install the better but more expensive units.
2. There is NO change in the Federal standards for new or used cars.
3. Every other country in the world has adopted these International standards including Canada. This would make Canadian tourists legal in this state.
4. These lights are used by many highly respected state and local safety organizations in this country such as the Colorado, Arizona, and NEVADA Highway Patrol.
5. These lights would be OK in other states so long as they were legal in this state on a Nevada registered vehicle. This same legislation has been introduced in Oregon and Washington.
6. The advantages of QUARTZ-HALOGEN Bulbs (the reason for this bill) are:
  - a. If the lens is cracked by a rock at a critical time the light does NOT go out. You can replace just the lens - not the whole assembly.
  - b. If the light burns out, you just replace the bulb, not the whole assembly.
  - c. On low beam there is less glare for the on-coming driver.  
" " " there is a more uniform light pattern on the road & shoulder.  
" " " there is a dramatic reduction of "white-out", caused by stray light, in fog or snow.
  - d. On high beam there is not only greater distance, but also better peripheral vision so that pedestrians and livestock can be seen in time to act.
7. The color of the light is similar to florescent lights and easier on the eyes.
8. The brightness of a QUARTZ-HALOGEN bulb does NOT deteriorate over time as does the incandescent sealed beam.

Having an understanding of these technical fundamentals will enable you to recognize and avoid the many junk lights on the market that have been responsible for propagating much of the prevailing confusion on the subject of lighting. This background will also give you an excellent base from which to choose the lights that will do the job you expect them to.

Why Candlepower Figures are Misleading:

When discussing lighting performance it is tough to get away from the subject of candlepower. This is a seemingly relentless topic that while worthy of being put to rest keeps coming back to haunt consumers and manufacturers alike. A careful examination of the nature of candlepower measurements will reveal why CIBIE does not publish candlepower figures on any of their lights.

Unqualified candlepower ratings are absolutely (and relatively for that matter) meaningless. Why? First of all, candlepower measurements are determined in a static, scientifically controlled environment and therefore do not take into consideration the myriad of variables, present outside the laboratory; namely: the effects of glare, traffic density, differences in mounting height, non-constant aim of the light, changing atmospheric conditions, voltage variations, etc. Unfortunately, there is no single parameter that can realistically convey lighting potential under all these conditions.

Secondly, there are several internationally accepted ways to measure candlepower, often yielding widely different readings from the same light. Without an understanding of the testing procedures, condition and controls, you could be comparing snails and jet planes. Even when the testing environment is defined, no one other than a photometric expert could interpret and translate the resulting data into predictable on-the-car performance.

Thirdly, a single given candlepower figure only represents the light output at one point in the beam pattern, one "hot spot" of light, which totally ignores the optics of the lamp and the subsequent performance of overall distribution of the beam. For example, a fog lamp, using an identical bulb and reflector as a driving lamp, could be expected to have a maximum candlepower output approximating one twentieth that of the driving lamp. Both lamps begin with the same amount of "raw light" but the wide angle fog lens distributes this light over a much larger area. The subsequent nominal CP figure obtained from the fog lamp would appear to indicate it had a marginal potential at best. But put it in the fog - there's nothing better! In the same fog conditions, the driving lamp with its tremendous apparent potential, would wipe out the driver's vision with its reflective glare.

Candlepower comparisons also rest on the erroneous supposition that brightest is most effective, while in fact, there is no such relationship. It's not likely you could come up with a brighter portable light source than a movie projector, (maybe a laser) but can you imagine the futility of trying to use that kind of output on the front of a car?

The true measure of lighting performance is evenly distributed, balanced, "useable" illumination, the by-product of a well designed bulb, reflector and lens working together as a team for premium optical accuracy. Any manufacturer that advertises astronomical candlepower figures as a selling point is playing on public susceptibility to the good old American "bigger is better" syndrome, and chances are they don't have anything but big numbers to sell.

Trite as it may be, the cost/effectiveness ratio in lighting is virtually linear; you get what you pay for. So spend a few bucks, it will pay you back many times over.

## The Performance Advantage of Quartz-Halogen Bulbs:

It goes without saying that only quartz-halogen type lamps have the kind of performance necessary for safe enjoyable touring and off-roading. Quartz-halogen is the broad term used to describe the basic category of bulbs having their globe made of quartz and filled with one of the inert halogen gasses. Iodine was the first halogen gas used when this principle was pioneered. Today's commonly supplied European bulbs are filled with bromine gas which, like iodine, redeposits burned tungsten particles back on to the filament instead of on the globe. This prevents the glass from becoming darkened with age, an inherent problem with tungsten incandescent sealed beams. The result of this halogen "recycle" is constant luminous intensity throughout the life of the bulb plus greatly extended bulb life in the deal.

On top of all this, quartz halogen bulbs are much brighter than tungsten incandescent units (sealed beams) when using the same amount of current. This relationship is expressed in terms of lumens (light intensity) per watt (current consumption) and means that quartz bulbs are more efficient. The color of their light is a brilliant bluish white with a color temperature in the 3200° - 3600° K range as compared to the dingy yellow of conventional sealed beams. Filament temperatures are also intensified necessitating the use of the quartz globe with its high melting resistance.

The H2 is the ultimate performer of the single filament quartz bulbs putting out 33 lumens/watt as compared to 31 for the H1 and 26 for the H3. Simply stated, this gives any lamp using an H2 bulb a distinct performance potential over a lamp using one of the others. Lens optics and reflective quality still have to be taken into consideration, however, as they are the components that develop the potential of the light source.

Precision as they are, quartz bulbs are relatively tolerant of vibration. The co-axial filament types such as the H2 and H1 are most resistant to being shaken up while the cross-axial H3 is most vulnerable as its filament is comparatively poorly supported.

## The Importance of the Lens:

The lens is exclusively responsible for determining the type of lamp; the flutations molded on the inner side of the lens bend the light into the beam shape that makes a driving lamp a driving lamp and a fog lamp a fog lamp, etc., Change the lens and you've changed the function.

The big advantage of the more costly sophisticated lamps is the advanced degree of optical precision of their lenses. CIBIE fog lamps, for example, rely on an intricate configuration of prisms, 22 different cuts in the lens, for their penetrating effectiveness. Watch out for those lamps using louvres or shutters on the exterior of the lens to control the beam distribution. This is usually a good indication their optics need some help.

One other interesting characteristic of top quality lenses is the material from which they are made. Oddly enough, glass is not 100% transparent; there is always some degree of reflection or refraction that blocks or scatters the light as it tries to pass through the glass. The answer? Lead crystal glass; it's a lot more costly but also more transparent.

## Size and Shape of the Reflector:

The reflector, another critical performance component, is basically an amplifier of light intensity. Bigger reflectors mean more amplification. It follows then, that round lamps, having the largest reflective surfaces are tops in light output. One notable exception is the recently introduced CIBIE Series 175 rectangulars. CIBIE's progressive technology has resulted in the engineering of a rectangular lamp that out-performs just about anything else on the market regardless of shape or size.



Nevada State Outdoor Advertising Association  
P.O. Box 4670 • Las Vegas, Nevada 89106

April 18, 1977

The Honorable Karan Hayes  
Chairman Assemblyman Transportation Committee  
Nevada Legislature  
Room 240  
Carson City, Nevada 89701

RE: S.B. 393

Dear Assemblyman Hayes:

This bill, if adopted, would amend the Nevada Beautification Act by allowing for the retention in certain areas of non-conforming signs which provide directional and other tourist oriented information.

Prior to this retention, however, it must first be determined by the State and approved by the Secretary of Transportation, that the removal of these boards would cause a "Substantial Economic Hardship" to specified areas.

Currently, approximately 450 of these non-conforming signs are scheduled to be removed under the existing law regardless of the impact such removal might have, or hardships it might create, to local communities.

This bill provides that local governing bodies or agencies can examine what, if any, impact the removal of signs will have on their communities if they choose to do so.

If a local governing body finds that the removal of signs would create an economic hardship, it may submit to the State Highway Engineer a request for an exemption. Along with the request, they would have to submit economic studies as required by Federal and State regulations to support such findings.

The Highway Engineer, after reviewing, would forward any such declaration to the Secretary of Transportation requesting retention of signs in the defined area.

The Nevada State Outdoor Advertising Association sincerely feels that this bill, in its present form, is both necessary and beneficial to the tourist industries in general and the economy of the State as a whole.

We seek your support for its passage.

Very truly yours,

Edward Sutherland  
President

EQUAL OPPORTUNITY EMPLOYER

STATE OF NEVADA  
DEPARTMENT OF HUMAN RESOURCES  
ROGER S. TROUNDAY, DIRECTOR

EXHIBIT E



DIVISION FOR AGING SERVICES

JOHN B. McGWENEY, ADMINISTRATOR  
ADMINISTRATIVE OFFICE  
KINKEAD BUILDING, ROOM 101  
505 EAST KING STREET  
CAPITOL COMPLEX  
CARSON CITY, NEVADA 89710

MIKE O'CALLAGHAN  
GOVERNOR

TESTIMONY TO ASSEMBLY TRANSPORTATION COMMITTEE APRIL 19, 1977

FROM: Nevada Division for Aging Services

The Nevada Division for Aging Services supports Assembly Bill 668 because funds are needed to continue existing senior citizen transportation programs, to expand existing services in Washoe and Clark Counties and to provide badly needed transportation to senior citizens in rural Nevada. It would also assist the private, non-profit organizations in obtaining match money to match other Federal money.

Presently the two main funding sources for senior citizen transportation are Title III monies under the Older Americans Act of 1965, as amended, and Section 16 (b)(2) of the Urban Mass Transit Act. Title III was the funding source that started senior citizen transportation in Reno and Las Vegas. Because Title III monies are seed monies, if local governments or other private, non-profit funding sources are not found, Title III money expires after three years with a possible one year extension.

In the past two years Urban Mass Transit funds have helped expand senior citizen transportation in this state. However, so far UMTA 16(b)(2) funds have been limited to capital expenditures - - purchasing buses and related radio equipment. Section 16 (b)(2) does not provide operational money so Elderport in Reno and EOB Transportation in Las Vegas have had to seek other funds to pay administrative and operating costs such as driver salaries, rising insurance costs, increasing gasoline prices and vehicle maintenance costs. Presently Elderport in Reno receives \$57,800 in Title III funds and EOB in Las Vegas receives \$59,500. These funds are due to run out and must be replaced.

TESTIMONY TO ASSEMBLY TRANSPORTATION COMMITTEE APRIL 19, 1977 - Continued  
From: Nevada Division for Aging Services  
Stan Cooper

Elderport's Title III funds end this September while Las Vegas has at least one more year and possibly two from this June.

Elderport and EOB have had to rely on other funds such as city, county, Title XX of the Social Security Act and United Way. When such numerous funding sources are involved, the transportation agencies become engulfed in a maze of regulations from each different agency which results in administrative red tape and future uncertainty. The uncertainty is that even those additional funds may not be awarded year after year.

It is our opinion that state funding will eliminate some of the uncertainty and increase the service to senior citizens of this state.

SC:ddb





TRANSPORTATION  
LEGISLATION ACTION

E 4-19-77  
SUBJECT AB 668

MOTION:

Do Pass  Amend  Indefinitely Postpone  Reconsider

Moved By Slover Seconded By Westall

AMENDMENT:

Recommendation to be refer to W & J

Moved By \_\_\_\_\_ Seconded By \_\_\_\_\_

AMENDMENT:

Moved BY \_\_\_\_\_ Seconded By \_\_\_\_\_

VOTE:	<u>MOTION</u>		<u>AMEND</u>		<u>AMEND</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
HAYES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DEMERS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GLOVER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARMON	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JACOBSEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WESTALL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TALLY:

ORIGINAL MOTION: Passed  Defeated  Withdrawn

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

Attached to Minutes 4-19

TRANSPORTATION  
LEGISLATION ACTION

E 4-19  
SUBJECT AB-292

MOTION:

Do Pass  Amend  Indefinitely Postpone  Reconsider

Moved By Westall Seconded By Jacobsen

AMENDMENT:

Moved By \_\_\_\_\_ Seconded By \_\_\_\_\_

AMENDMENT:

Moved BY \_\_\_\_\_ Seconded By \_\_\_\_\_

VOTE:	MOTION		AMEND		AMEND	
	Yes	No	Yes	No	Yes	No
HAYES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DEMERS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GLOVER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARMON	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JACOBSEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WESTALL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TALLY:

ORIGINAL MOTION: Passed  Defeated  Withdrawn

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

TRANSPORTATION  
LEGISLATION ACTION

FILE 4-19

SUBJECT 672

MOTION:

Do Pass  Amend  Indefinitely Postpone  Reconsider

Moved By May Seconded By Jacobsen

AMENDMENT:

Moved By \_\_\_\_\_ Seconded By \_\_\_\_\_

AMENDMENT:

Moved BY \_\_\_\_\_ Seconded By \_\_\_\_\_

VOTE:

MOTION

AMEND

AMEND

Yes

No

Yes

No

Yes

No

HAYES

✓

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DEMERS

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GLOVER

✓

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HARMON

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MAY

✓

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JACOBSEN

✓

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WESTALL

✓

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TALLY:

ORIGINAL MOTION: Passed \_\_\_\_\_ Defeated \_\_\_\_\_ Withdrawn \_\_\_\_\_

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

Attached to Minutes \_\_\_\_\_

TRANSPORTATION  
LEGISLATION ACTION

E 4-19  
SUBJECT SB 393

MOTION:

Do Pass  Amend \_\_\_\_\_ Indefinitely Postpone \_\_\_\_\_ Reconsider \_\_\_\_\_

Moved By Westall Seconded By May

AMENDMENT:

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\_\_\_\_\_  
\_\_\_\_\_

Moved By \_\_\_\_\_ Seconded By \_\_\_\_\_

AMENDMENT:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Moved BY \_\_\_\_\_ Seconded By \_\_\_\_\_

VOTE:	<u>MOTION</u>		<u>AMEND</u>		<u>AMEND</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
HAYES	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____
DEMERS	_____	_____	_____	_____	_____	_____
GLOVER	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____
HARMON	_____	_____	_____	_____	_____	_____
MAY	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____
JACOBSEN	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____
WESTALL	<input checked="" type="checkbox"/>	_____	_____	_____	_____	_____

TALLY:

ORIGINAL MOTION: Passed  Defeated \_\_\_\_\_ Withdrawn \_\_\_\_\_

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

Attached to Minutes \_\_\_\_\_

TRANSPORTATION  
LEGISLATION ACTION

DATE 4-19  
SUBJECT SB 228

MOTION:

Do Pass  Amend \_\_\_\_\_ Indefinitely Postpone \_\_\_\_\_ Reconsider \_\_\_\_\_

Moved By Jacobsen Seconded By May

AMENDMENT:

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\_\_\_\_\_  
\_\_\_\_\_

Moved By \_\_\_\_\_ Seconded By \_\_\_\_\_

AMENDMENT:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Moved By \_\_\_\_\_ Seconded By \_\_\_\_\_

VOTE:

MOTION

AMEND

AMEND

Yes

No

Yes

No

Yes

No

HAYES  
DEMERS  
GLOVER  
HARMON  
MAY  
JACOBSEN  
WESTALL

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TALLY:

ORIGINAL MOTION: Passed \_\_\_\_\_ Defeated \_\_\_\_\_ Withdrawn \_\_\_\_\_

AMENDED & PASSED  AMENDED & DEFEATED \_\_\_\_\_

AMENDED & PASSED \_\_\_\_\_ AMENDED & DEFEATED \_\_\_\_\_

Attached to Minutes \_\_\_\_\_