

The meeting was called to order at 2:21 p.m. in Room 323 in the Legislative Building.

Senator Blakemore in the Chair.

PRESENT: Senator Richard Blakemore, Chairman  
Senator Wilbur Faiss, Vice-Chairman  
Senator Keith Ashworth  
Senator William Hernstadt  
Senator Clifford McCorkle

ABSENT: Senator Lawrence Jacobsen - Excused  
Senator Joe Neal - Excused

OTHERS

PRESENT: Ivan Laird, Nevada State Highway Department  
Frank C. Page, Nevada State Highway Department  
Joe A. Souza, Nevada State Highway Department  
Daryl Capurro, Nevada Motor Transport Association  
Marsha Hudgins, City of Las Vegas  
Pat Gallagher, Clark County  
Henry Etchemendy, City of Reno  
B.J. Smith, American Automobile Association  
Bob Luce, Highway Users Federation  
John Ciardella, Department of Motor Vehicles  
Barton Jacka, Department of Motor Vehicles  
Sharon Alcamo, Department of Motor Vehicles  
Jim Avance, Nevada Taxicab Authority  
Sam Mamet, Clark County

S.B. 553 CONFORMS LAW REQUIRING CERTAIN VEHICLES STOP AT RAILROAD CROSSINGS TO FEDERAL REGULATIONS.

Senator Blakemore spoke on S.B. 553. He said this bill involved the Nellis Air Force Base railroad crossing in particular. He stated if a trucker stops at this crossing, which is required by state law, he will be in violation of ICC law. He said this bill would give the Nevada Highway Department the authority to track this type of crossing and have them conform to both laws.

Frank Page, Nevada Highway Department, spoke on S.B. 553. He said this would deal with industrial or spur lines primarily. It would enable the Highway Department to have a public hearing to determine if the crossing should be marked exempt. He said if a crossing is marked exempt, school buses would not have to stop and trucks carrying explosives of any kind would not have to stop. He said they would be very selective in the type of crossing they would review and ask for an exempt status so that our state laws involving crossings will conform with ICC laws. He went on to say that there is a mistake in the bill as written. The bill drafters left out a section which was amended back in, but it is still incorrect. Senator Blakemore asked Mr. Page to go to the Highway Department's legal counsel for the correct language and return it to the committee today.

Chairman Blakemore recessed the hearing on S.B. 553.

S.B. 560 PROHIBITS USE OF MOTOR VEHICLE FILES AND RECORDS FOR COMMERCIAL SOLICITATION.

Barton Jacka, Department of Motor Vehicles, said that S.B. 560 was requested by him. He said he was concerned about his lack of legislative authority to prohibit access to the files, particularly since some of this information is sold to various agencies or companies throughout the U.S. He spoke of a person with a rather unsavory background as far as contact with law enforcement is concerned, and who has attempted to obtain the registration file so he can compile a book to sell to private investigators throughout the state. He thought the use of these files to sell a product or a service is a gross miscarriage of justice. He felt legislation in this regard would help him to tighten the process in the use of these files.

Chairman Blakemore closed the hearing on S.B. 560.

S.B. 555 REPEALS CERTAIN PROVISIONS RELATING TO WARRANTS ISSUED FOR VIOLATION OF WRITTEN PROMISE TO APPEAR IN COURT.

Barton Jacka and Sharon Alcamo, Department of Motor Vehicles, appeared in behalf of S.B. 555. Mr. Jacka said this bill is a request of the Department of Motor Vehicles to eliminate the failure to appear program which was developed as a result of the last legislature. He said this program, when developed, was to be a self-sustaining project, but it has become totally cost ineffective. Mr. Jacka stated that as of April 30, 1979 they have only collected \$20,510 in the \$10 fees for failure to appear. However, as of April 28, 1979 the program cost the state \$59,508 to administer. He said his concern was that in the biennium coming up there would be \$140,000 of state funds that would be necessary to continue the program for the next two years. He said the bill drafter went too far by putting in delete brackets in line 8, subsection 3 thereby deleting the capability for a magistrate to issue a warrant upon an individual's written promise to appear. This should remain in the law and these brackets should be taken out of the bill.

Henry Etchemendy, City Manager of Reno, said they agree with the suggested amendment of eliminating the brackets in subsection 3. Marsha Hudgins, City of Las Vegas and John R. Bullis, Nevada Judges Association, also agreed with the suggested amendment.

Chairman Blakemore closed the hearing on S.B. 555.

A.B. 68 PERMITS TAXICABS IN LARGE COUNTIES TO TRANSPORT PROPERTY.

Jim Avance, Administrator of the Nevada Taxicab Authority, spoke on A.B. 68. He said this is a bill that results out of a problem in Reno in which taxicabs are carrying light freight, luggage,

prescriptions, pizza, etc., and the freight haulers in that area object. The same situation exists in the Las Vegas area with light freight but there has been no objection from freight haulers.

Senator McCorkle asked what the definition was for "light express." Mr. Avance said he had no definition but he had agreed to go along with the definition of the Public Service Commission. He said there would be no advantage in using taxicabs for light express as far as cost is concerned but there would be as far as speed is concerned.

Daryl Capurro, Nevada Motor Transport Association, said the P.S.C. has rules and regulations governing light express which is by weight and he thought it was regulated to be a 200-pound maximum.

Chairman Blakemore closed the hearing on A.B. 68.

A.B. 78 PERMITS TAXICAB MOTOR CARRIERS TO TRANSPORT PROPERTY.

Daryl Capurro, Nevada Motor Transport Association, spoke on A.B. 78. He said this bill deals with the rest of the state exclusive of Clark County. A.B. 68 deals with the Nevada Taxicab Authority which is only in Clark County. The Public Service Commission regulates taxicab operation in the rest of the state. This bill is to conform the statutes in both areas, A.B. 78 which deals with everything outside of Clark County and A.B. 68, which applies only to Clark County.

Chairman Blakemore closed the hearing on A.B. 78.

A.B. 662 REQUIRES ALL TAXICABS TO HAVE POLLUTION CONTROL SYSTEMS, AND REQUIRES MINIMUM FEES OF APPLICANTS FOR CERTIFICATES.

Jim Avance, Nevada Taxicab Authority, spoke on A.B. 662. He said this bill does two things, one of which allows the agency to recover reasonable costs incurred in the investigation of an applicant to own a taxicab company under its jurisdiction. He said that often investigation costs run a great deal more than the allotted \$200. This bill would allow them \$1,500 for background investigation. Mr. Avance said the second thing was the authorization and requirement for the Taxicab Authority to inspect air pollution control devices on taxicabs under its jurisdiction. It is the responsibility of the Taxicab Authority to the public to see that taxicabs are kept in operation. He said this inspection can be added to the quarterly safety inspections that are done by the authority now.

Senator Ashworth said he felt the \$1,500 limit is not enough, he did not feel there should be a maximum limit. Mr. Avance said they had to have this limit in order to get the bill out of the Assembly committee.

Senator Ashworth was also in disagreement with the words "factory

installed." He did not know if "factory installed" could always be accommodated. He felt this language could be changed to "properly installed."

Senator Hernstadt suggested the following language, "An air pollution control system is intact and functioning in accordance with federal, state and local laws applicable in make, model and year of the particular vehicle."

John Ciardella, Department of Motor Vehicles, agreed that there could be a problem with the words "factory installed." He said he concurred with Senator Hernstadt's suggested language.

Chairman Blakemore closed the hearing on A.B. 662.

A.B. 775 ADD POSITIVE REQUIREMENT THAT TAXICAB ADMINISTRATOR INVESTIGATE BACKGROUND OF APPLICANTS FOR PERMITS AS CAB DRIVERS.

Jim Avance, Nevada Taxicab Authority, spoke on A.B. 775. He said that in January, 1979 the F.B.I. informed the agency they would no longer process the fingerprints of taxi drivers as work applicants in Nevada unless the state law required that the authority fingerprint those people and forward the fingerprints to the F.B.I. He said an attorney with the F.B.I. that he had talked to, told him that if this language in the bill is used, the F.B.I. will still have to give Nevada returns on the fingerprints.

Chairman Blakemore closed the hearing on A.B. 775.

A.B. 103 CREATES DEPARTMENT OF TRANSPORTATION.

Joe Souza, Nevada Highway Department, spoke on A.B. 103. He said A.B. 103 was proposed by the interim study committee. He said this bill creates a new department of transportation as well as restructuring the department internally. He referred to Page 21 as to the organizational planning.

Senator Hernstadt asked Mr. Souza if the amended version of this bill would enable the Department of Transportation to get better federal mass transit funds. Mr. Souza said it would.

Senator McCorkle asked for a summarization of the need for this bill.

Mr. Souza said the first thing is the funding of mass transit with some of the grants that came through and the fact that National Transportation felt the state should go into this to be the recipient of most of the federal funds and have one local agency that would administer the funds.

Senator Ashworth said this bill would make the director of the Department of Transportation responsible for the functions that

are required by the federal government so the state can get both the state money and the pass-through money to the local entities.

Mr. Souza said that metropolitan areas that have a population of 200,000 or over receive federal money, at the present time, through the regional highways and streets. For areas that have fewer than 200,000, the funding is passed through the Department of Transportation. At the present time, the Governor appoints a Department of Transportation which has been the Nevada Highway Department.

Ivan Laird, Nevada Highway Department, said that one of the problems they have right now is that although the money, which is UMTA (Urban Mass Transit Administration) money, passes through the department, the Governor has designated the Nevada Highway Department as the recipient for these funds. He said there is a point of legality regarding the Highway Department being in the transit industry. Technically they can't spend highway funds for transit purposes. If the Department of Transportation is formed, it would give legal authority to this.

Daryl Capurro, Nevada Motor Transport Association, summarized the bill. He said the changes that were made between the first reprint and the second reprint involved correcting some bill drafting errors; to put the two people into unclassified service; to elevate the planning section to planning division status and all four divisions would be unclassified; and to amend the planning functions in order to take care of some problems that were voiced by the cities regarding their airport planning that is done on a different level. He said that basically it would be a super highway agency renamed as the Department of Transportation.

Senator Hernstadt said, "In other words, this restructures the Highway Department, renames it the Department of Transportation, makes it a conduit for all these federal funding programs, and that's all it does." Mr. Souza and Mr. Capurro agreed.

Senator Ashworth said it emphasizes planning as well.

Mr. Capurro referred to the railroad plan in the bill and said that basically if funds became available from the federal government for the operation of a railroad, it could be operated by the state, but it would not be funds that would be highway related, it would come from rail transit funds.

Senator McCorkle asked what was meant by the planning commission establishing processes for modes of transportation. Mr. Souza said he thought that deals with public hearings and procedures. Senator Ashworth said it regarded planning processes in the various modes of transportation.

Senator McCorkle referred to line 30 in the bill and asked what would be included besides highways in the capital program. Mr. Laird said that meant that the Highway Department could

provide vehicles for public or non-profit transportation service or buildings, etc., to maintain these services.

Senator Ashworth asked if this bill were not passed, would the state lose any federal aid for capital improvement for rural transportation, and would it continue to lose funds for transportation modes and capital improvements. Mr. Souza said that was correct.

Mr. Laird explained some of the things that would be lost if this bill were not passed. He said the state would lose UMTA capital and operating funds for urban areas. Senator Hernstadt explained further that this bill makes one overall conduit for federal monies.

Senator Blakemore asked Mr. Souza if the Highway Department planned on getting into the aviation and railroad business if this bill is passed. Mr. Souza replied they would not get into the business of aviation and railroads, but they would be involved in the planning of the systems.

Senator Ashworth said he thought this bill is the least onerous to be in a position to try to satisfy the needs of the state for its future planning, not only for highways, but particularly for mass transit.

Senator McCorkle asked what money would be lost if the department were not created. Mr. Laird said that money could be lost and stated a hypothetical case if the Reno Regional Street and Highway Commission was given the designated responsibility for UMTA money. If they fouled up and misused this money, the federal government could come back and collect through the Highway Department on one of their federal aid programs to make up that loss that the city spent. So there could be a direct loss to the state by not having control over that program.

Mr. Souza said that on Page 48, lines 43 and 44, the brackets that are there should be parentheses instead.

Sam Mamet, Clark County, spoke on A.B. 103. He said the only concern that they had is Page 22, line 22, which concerns airport authority. He suggested an amendment, if the bill is processed, "the authorities and duties of the department with respect to aviation are limited to areas outside the jurisdiction of any airport authority or an airport administered by a board of county commissioners." He said there were no objections to Section 57, and he appreciated the cooperation of Mr. Souza and his staff in trying to rewrite this so it would be more palatable to local governments. He said that Clark County's airport people were asking about what kind of technical expertise can the state provide McCarran International Airport. Senator Blakemore replied that he felt the thrust of the bill was being misconstrued; the department would not get into this area at all.

Senator Ashworth said the language should be left alone because of other counties who operate an airport. He did not feel the Department of Transportation would interfere with the McCarran Airport.

B.J. Smith, Public Services Manager for American Automobile Association, said they thought this concept of the bill is the best that was presented and recommended that it be accepted.

Bob Luce, Highway Users Federation, spoke on A.B. 103. He gave some historical background on the Department of Transportation which was to consolidate the various transportation agencies and try to simplify federal funding. It was found in states that have formed this department, there is a smoother flow of federal funds to the state level. He said this bill has fewer changes in it than for any other Department of Transportation that has been created in other states.

Chairman Blakemore closed the hearing on A.B. 103.

A.B. 453      REVISES REQUIREMENTS OF REPORTING SALE OF CERTAIN VEHICLES.

Daryl Capurro, Nevada Franchised Auto Dealers Association, spoke on A.B. 453. He said this bill is a joint product between the auto dealer industry and the Department of Motor Vehicles in trying to clean up some of the provisions of the registration act, Chapter 482, and to provide for licensing of subagencies. He handed out proposed amendments to this bill (Exhibit A).

John Ciardella, Department of Motor Vehicles, spoke on A.B. 453. He said this bill was prepared by the Department in conjunction with the Nevada franchise dealers to strengthen the dealer act. He said it establishes franchise offices, which they would rather have referred to as subagencies because all car agencies are referred to as agencies rather than offices. He said the bill was formed because of fly-by-night illegal agencies who often did not pay off flooring charges to other dealers from whom they purchased cars. They would sell the cars and pocket the money and would leave the area. He said this bill would provide for establishing subagencies by established dealers in different areas.

Mr. Capurro said the word "subagency" should be used in this bill but the Assembly bill drafters refused to do this although it is a uniform word throughout the industry. He said they were told to have the word changed in the Senate.

Mr. Ciardella said the real meat of the bill begins on Page 3. This states that when a new vehicle is sold in this state, a manufacturer's statement of origin or certificate of origin must be executed and completed. He said this is the birth certificate of every new car. This states where the car was manufactured and to whom it was delivered. The dealer can execute the sale on that transaction

which allows for assignments and re-assignments. He said the two things this does is tighten up the records giving the banks more control with flowing of dealers, but most of all, it assures that the Department of Motor Vehicles is getting proper information for registration and titling.

Mr. Capurro gave an idea of what consumer effect there would be with this. He said this would protect the consumer by eliminating dual titling of vehicles. This bill also involves the issuance of a special permit when a contract of sale is entered. This would allow an individual to operate a vehicle where there is a contract of sale entered into for up to 10 days, allowing him time to make financial arrangements. After the financial arrangements are made, the dealership would then execute the dealer's report of sale. The dealer's report of sale would allow 20 more days to operate the vehicle in which time the manufacturer's statement of origin should be received and executed by the dealer, after which the vehicle can be registered and titled to the new owner.

See Exhibit A for further amendments that were discussed.

Chairman Blakemore closed the hearing on A.B. 453.

Chairman Blakemore reopened the hearing on S.B. 553.

Frank Page, Nevada Highway Department, brought in the corrections that their legal counsel had suggested which were given to the Chairman.

Senator Ashworth moved that S.B. 553 be amended and recommended to "Do Pass."

Seconded by Senator Hernstadt.

Motion carried with Senator Faiss being absent for the vote.

S.B. 560 was held for further consideration.

S.B. 555 Senator Ashworth moved that S.B. 555 be amended and recommended to "Do Pass."

Seconded by Senator Hernstadt.

Motion carried unanimously.

A.B. 68 Senator Ashworth moved that A.B. 68 be recommended to "Do Pass."

Seconded by Senator Hernstadt.

Motion carried unanimously.



A.B. 78 Senator Ashworth moved that A.B. 78 be recommended to "Do Pass."

Seconded by Senator Hernstadt.

Motion carried unanimously.

A.B. 662 Senator Hernstadt submitted language suggested for the amendments on line 21, "applicant [, which may not exceed the sum of \$1,500.].", and lines 44 and 45 on Page 2 would read, "An air pollution control system is functioning in accordance with federal, state and local laws applicable to the type of vehicle, model and the year of manufacture."

Senator Hernstadt moved that A.B. 662 be amended and recommended to "Do Pass."

Seconded by Senator Ashworth.

Motion carried unanimously.

A.B. 775 Senator Hernstadt moved that A.B. 775 be recommended to "Do Pass."

Seconded by Senator Ashworth.

Motion carried unanimously.

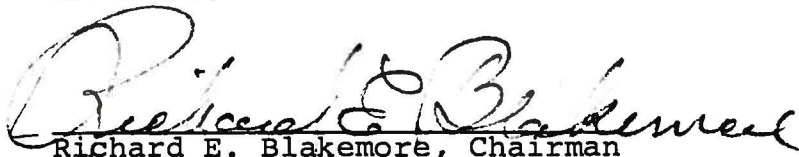
A.B. 103 was held for further consideration.

There being no further business, the meeting was adjourned at 4:45 p.m.

Respectfully submitted,

  
Jene A. King, Secretary

APPROVED:

  
Richard E. Blakemore, Chairman

AMENDMENTS TO ASSEMBLY BILL 453

1. Amend Section 2, page one, line 3, by deleting "Branch office" and inserting "Subagency".
2. Amend Section 2, page one, line 5, by deleting "office", and inserting agency.
3. Amend Section 3, page one, line 8, by deleting "office or".
4. Amend Section 3, page one, line 11, by deleting "office or".
5. Amend Section 3, page one, line 13, by deleting "offices or" and, by deleting "branch offices" and inserting subagencies
6. Amend Section 3, page one, line 15, by deleting "offices or".
7. Amend Section 4, page one, line 17, by deleting "offices or".
8. Amend Section 4, page 2, line 1, by deleting "office or".
9. Amend Section 6, page 2, line 34 by deleting "branch offices" and inserting subagencies.
10. Amend Section 6, page 2, line 35, by deleting "branch office" and inserting subagency.
11. Amend Section 6, page 2, line 36, by deleting "office or".
12. Amend Section 6, page 2, line 42 by deleting "office or", and by deleting "branch offices" and inserting subagencies.
13. Amend Section 6, page 2, line 44, by deleting "offices or".

14. Amend Section 6, page 2, line 47, by deleting "office or".
15. Amend Section 6, page 2, line 48, by deleting the first "office" and substituting agency, and by deleting the second "office or".
16. Amend Section 7, page 3, line 1 through 13, and inserting therefore the following:  
482.423 1. When a new vehicle is sold in this state, the seller shall complete and execute a manufacturer's certificate of origin or a manufacturer's statement of origin and, except to a licensed vehicle dealer, a dealer's report of sale. The dealer's report of sale [shall] must be in a form prescribed by the department and shall include a description of the vehicle, the name and address of the seller and the name and address of the buyer. If in connection with [such] the sale a security interest is taken or retained by the seller to secure all or part of the purchase price, or a security interest is taken by a person who gives value to enable the buyer to acquire rights in the vehicle, the name and address of the secured party or his assignee [shall] must be entered on the dealer's report of sale [.] and on the manufacturer's statement of origin.  
~~and on the manufacturer's statement of origin.~~
17. Amend Section 8, page 4, line 2, by deleting "45" and inserting 30.

18. Amend Section 8, page 4, line 13, by deleting "made" and inserting entered.
  
19. Amend Section 8, page 4, line 15, by deleting "receipt" and inserting execution, and by deleting "completion of" and inserting complete the.

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

S. B. 553

SENATE BILL NO. 553—COMMITTEE ON  
TRANSPORTATION

MAY 2, 1979

Referred to Committee on Transportation

SUMMARY—Conforms law requiring certain vehicles stop at railroad crossings to federal regulations. (BDR 43-2047)

FISCAL NOTE: Effect on Local Government: No.  
Effect on the State or on Industrial Insurance: No.

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

AN ACT relating to traffic laws; conforming the law requiring certain vehicles to stop at railroad crossings to federal regulations; 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 484.353 is hereby amended to read as follows:  
2 484.353 1. Except as otherwise provided in this section, the driver  
3 of any motor vehicle carrying passengers for hire, or of any school bus  
4 carrying any school child, or of any vehicle carrying any explosive or  
5 flammable liquid as a cargo or part of a cargo, before crossing at grade  
6 any track or tracks of a railroad, shall stop [such] *that* vehicle within  
7 50 feet but not less than 15 feet from the nearest rail of [such] *the* rail-  
8 road and while so stopped shall listen and look in both directions along  
9 [such] *the* track for any approaching train, and for signals indicating  
10 the approach of a train, and shall not proceed until he can do so safely.  
11 2. After stopping as required in this section and upon proceeding  
12 when it is safe to do so, the driver of any such vehicle shall cross only in  
13 [such] *a* gear of the vehicle that there will be no necessity for changing  
14 gears while traversing [such] *the* crossing and the driver shall not shift  
15 gears while crossing the track or tracks.  
16 3. When stopping is required at a railroad crossing the driver shall  
17 keep as far to the right of the highway as possible and shall not form two  
18 lanes of traffic unless the highway is marked for four or more lanes of  
19 traffic.  
20 4. No such stop need be made at a railroad crossing:  
21 (a) Where a police officer or official traffic-control device controls the  
22 movement of traffic.

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

S. B. 555

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SENATE BILL NO. 555—COMMITTEE ON FINANCE

MAY 3, 1979

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Referred to Committee on Transportation

**SUMMARY**—Repeals certain provisions relating to warrants issued for violation of written promise to appear in court. (BDR 43-2113)

**FISCAL NOTE:** Effect on Local Government: No.  
Effect on the State or on Industrial Insurance: No.



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

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AN ACT relating to traffic laws; repealing certain provisions relating to warrants issued for violation of written promise to appear in court; 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 483.515 is hereby repealed.

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(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

A. B. 68

ASSEMBLY BILL NO. 68—ASSEMBLYMEN HAYES,  
GLOVER, HORN, BARENGO AND JEFFREY

JANUARY 16, 1979

Referred to Committee on Transportation

SUMMARY—Permits taxicabs in large counties to  
transport property. (BDR 58-33)

FISCAL NOTE: Effect on Local Government: No.  
Effect on the State or on Industrial Insurance: No.

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

AN ACT relating to transportation; permitting taxicabs in large counties to  
transport light express; 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 706.8816 is hereby amended to read as follows:  
2 706.8816 1. "Taxicab" means a motor vehicle or vehicles which  
3 is designed or constructed to accommodate and transport not more than  
4 six passengers, including the driver, and is:  
5 (a) Fitted with a taximeter or other device to indicate and determine  
6 the passenger fare charged;  
7 (b) Used in the transportation of passengers *or light express or both*  
8 for which a charge or fee is received; or  
9 (c) Operated in any service which is held out to the public as being  
10 available for the transportation of passengers from place to place in the  
11 State of Nevada.  
12 2. "Taxicab" does not include a motor vehicle of a common motor  
13 carrier or contract motor carrier which is used in a fixed route operation.  
14 SEC. 2. NRS 706.8839 is hereby amended to read as follows:  
15 706.8839 1. The administrator may inspect a taxicab at any reason-  
16 able time.  
17 2. If the administrator finds that a taxicab is in a condition which  
18 violates NRS 706.8837, he shall remove the vehicle from [passenger]  
19 service, shall place an out-of-service sticker on the windshield and shall  
20 notify the certificate holder of the defect. The vehicle shall remain out  
21 of [passenger] service until the defect has been remedied and the  
22 administrator upon reinspection has approved the vehicle and removed  
23 the out-of-service sticker.

(REPRINTED WITH ADOPTED AMENDMENTS)

SECOND REPRINT

A. B. 78

ASSEMBLY BILL NO. 78—ASSEMBLYMEN HAYES,  
GLOVER, JEFFREY, BARENGO AND HORN

JANUARY 16, 1979

Referred to Committee on Transportation

SUMMARY—Permits taxicab motor carriers to  
transport property. (BDR 58-19)

FISCAL NOTE: Effect on Local Government: No.  
Effect on the State or on Industrial Insurance: No.

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

AN ACT relating to transportation; permitting taxicab motor carriers to transport  
light express; 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 706.036 is hereby amended to read as follows:  
2 706.036 "Common motor carrier" means any person or operator  
3 who holds himself out to the public as willing to [undertake for com-  
4 pensation to] transport by vehicle from place to place, either upon fixed  
5 route or on-call operations, passengers or property, including a common  
6 motor carrier of passengers, a common motor carrier of property, and  
7 a taxicab motor carrier.  
8 SEC. 2. NRS 706.041 is hereby amended to read as follows:  
9 706.041 "Common motor carrier of passengers" means any person  
10 or operator, including a taxicab motor carrier, who holds himself out to  
11 the public as willing to [undertake for compensation to] transport by  
12 vehicle from place to place, either upon fixed route or on-call operations,  
13 passengers or passengers and light express for all who may choose to  
14 employ him. [Nothing in this section shall be construed to permit a  
15 taxicab motor carrier to operate on a fixed route basis.]  
16 SEC. 3. NRS 706.046 is hereby amended to read as follows:  
17 706.046 "Common motor carrier of property" means any person or  
18 operator, including a motor convoy carrier, who holds himself out to  
19 the public as willing to [undertake for compensation to] transport by  
20 motor vehicle from place to place, either upon fixed route or on-call  
21 operations, the property of all who may choose to employ him.  
22 SEC. 4. NRS 706.126 is hereby amended to read as follows:  
23 706.126 [1.] "Taxicab motor carrier" means any [operator of]