

MEMBERS PRESENT: Chairman Price (late)
Vice Chairman Polish
Mr. Beyer
Mr. DuBois
Mr. Glover
Mr. Mello
Mr. Prengaman
Mr. Schofield
Mrs. Westall (late)

MEMBERS ABSENT: None

GUESTS PRESENT: See attached guest list.

Vice Chairman Polish called the meeting to order at 5:10 p.m. and informed the committee that the first bill for discussion would be AB 337.

AB 337: Provides for regulation of small buses by taxicab authority.

Assemblyman Jim Schofield, District #12 Clark County, said that the AB 337 was a new concept for usability of small buses within a proposed planned mass transit type system that would be compatible with the existing transit system. Even though he is the prime sponsor he said that the bill was conceived with a number of people's thoughts and would hopefully be a workable program which will solve many of the present problems of mass transit in populated areas. He explained that this mini-bus concept would be a cross lateral system that would aid those who do not want to drive or cannot drive, commuters and senior citizens in more easily reaching their destinations whether business or shopping.

Mr. Robert P. Starr, United Shuttle Agency, enumerated the many letters of support for the mini-bus concept which are attached to these minutes as EXHIBIT A pages 1 through 20. He read the letter from the Culinary Union which is page 20 of EXHIBIT A.

When Mr. Mello asked if these letters were in favor of his program, Mr. Star replied that they were in favor of an adequate mass transit system not necessarily his company.

He pointed out letters from private citizens and signatures of support for his proposal, "The Star Plan," which he had posted for committee viewing.

Mr. Star stated that he was in favor of AB 337 but felt that problems could develop. He indicated that the Public Service Commission has statutes for buses but they do not cover small

buses; that if this bill should fail, he would like to have the PSC cover these small buses in their statutes.

Mr. Star referred to Rule #213 contained in General Order No. 5, Rules and Regulations Governing service and Safety of Operations of Motor Carriers within the State of Nevada which is attached to these minutes as EXHIBIT B pages 1 through 9.

Vice Chairman Polish suggested that Mr. Star testify on the bill itself.

Mr. Star read Section 1 of AB 337. Mr. Schofield explained that Section 1 adds the small bus to Chapter 706 of NRS by defining its use and operation. He noted that lines 19 and 20 of page 1 place small buses under the same authority as taxicabs as is done throughout the bill.

When Mr. Prengaman questioned page 1, lines 7 through 10 which says that small buses cannot operate on existing fixed routes, Mr. Schofield explained that small buses will be a supplemental system which will not interfere with existing transportation systems.

Mr. DuBois asked if this would mean that small buses would be like taxicabs except that they would travel on established routes that were approved by the Taxicab Authority and Mr. Schofield replied yes. Mr. Dubois commented that small buses should be better defined by indicating the number of passengers to be carried. Mr. Schofield agreed.

Mr. Star read the definition of a Mini Shuttle Bus as contained in EXHIBIT C on page 3. EXHIBIT C includes a speech given by Mr. Star, definitions and rules, and information concerning his company including hiring procedures and personnel codes, attached to these minutes as EXHIBIT C pages 1 through 10.

When Mr. DuBois asked if this would exclude any taxicabs or limousines, Mr. Star said that PSC rules limit taxicabs to six passengers or less and limousines to seven or less including the driver.

When Mr. Prengaman asked if he would be comfortable operating under the Taxicab Authority, Mr. Star responded yes provided their rules were not too strict.

Mr. Star explained that his proposed system of small bus transit would include 400 to 500 units which would operate on a 24-hour basis. He then indicated on display maps the existing bus routes in Las Vegas and his proposed mini-bus routes. He noted that there will be some routes that he will cover that are covered at present by the Las Vegas Transit and objected to lines 7 through 10 on page 1 of AB 337 which prohibits use of existing routes.

Mr. Schofield stated that this bill was introduced as a concept that anyone could approach in order to solve a mass transit problem and suggested that Mr. Star address the bill rather than his business.

Mr. Star said that he could appear before the PSC and obtain a license for his proposal under the present rules but that he would be required to purchase 50 percent of his fleet. He said that AB 337 would not be needed to form a small fleet but that a small fleet would not solve the mass transit problem.

Mr. Schofield asked Mr. Jim Avance, Administrator of the State of Nevada Taxicab Authority, and Mr. Heber Hardy, Chairman of the Public Service Commission, to come forward to answer a few questions.

When Mr. Beyer asked why AB 337 was needed, Mr. Hardy responded that in his opinion it was not needed, that it was an ill-conceived bill. He said that there was authority in the law at present to operate a small bus system, that there is no definition of small bus but applications have been accepted for service of vehicles with a capacity of no more than 20 and not less than 7. He added that there is a restriction that they own at least 50 percent of the fleet. He emphasized that he had not heard anything yet which would make a small bus transit system conceivable or feasible.

When Mr. Schofield asked if he thought this was a workable concept, Mr. Hardy replied that he did not, that it was an attempt to impose a feeder system into an existing mass transit system and that Las Vegas was not the place for such a system. He noted that the bill would have to be changed to allow use of existing routes and he had not seen any figures that showed this to be a viable solution to the mass transit problems.

Mr. Star defended his proposal saying that it was workable, that he would not be competing with existing service but would be aiding in better and more complete service.

When Mr. Glover asked what was the basis for opposition to the owner-operator type of service, Mr. Hardy said the PSC opposed this because the holder of the certificate has no investment and without responsibility there is more risk.

When Mr. Prengaman asked how economic feasibility can be demonstrated, Mr. Hardy replied through professional studies and surveys of traffic and need in outlying areas.

Mr. Jim Avance agreed with Mr. Hardy that the bill was not necessary because there are means to solve the problem presently and that a regulation could be changed to accomodate Mr. Star's plan if it were feasible.

When Mr. Prengaman asked if this plan would harm taxicab ridership, Mr. Avance replied not a great deal because people tend to have their own mode of transportation and because in Las Vegas 90 percent of the ridership of taxicabs is by tourists in the downtown, airport and strip areas.

Mr. Schofield reiterated that the original intent of AB 337 was to solve a problem that could eventually be statewide. He made a motion that the Vice Chairman hold the bill until further study can be made. Mr. DuBois seconded the motion because he felt the need is there and the bill should be explored further. The motion carried unanimously with Mr. Price and Mrs. Westall absent at the time of the vote.

Mr. Dennis O. Barry, Assistant Director of Planning, Nevada Department of Transportation, distributed a position paper outlining four areas of concern of NDOT with AB 337 which is attached to these minutes as EXHIBIT D pages 1 through 3.

Vice Chairman Polish opened the hearing on AB 338.

AB 338: Authorizes counties to impose tax for support of public transportation.

Gail Gilpen, Study Coordinator for the Clark County Transportation Study Policy Committee, offered for the record their report of the Short Range Transit Development Plan of 1979 and the 1980 up-date of this plan. These two reports are available through the committee secretary.

Ms. Gilpen said that, without going into the need of expanded transit in Clark County, the commitment from the adopted plan calls for a purchase of service agreement between the Regional Transportation Commission and the Las Vegas Transit System which currently provides fixed route mass transit to the Las Vegas valley. She indicated that they are in favor of this bill but are concerned because they are committed to implementation of this short range transit plan, that there is a grant already approved by the Urban Mass Transportation Administration for twelve full size transit vehicles due to arrive in Las Vegas late 1982 or early 1983. She added that an application is now being prepared for submission to this Administration for an additional 23 transit vehicles for expansion of transit to the community. She noted that the Regional Transportation Commission is concerned about getting a dedicated source of funds necessary to pay for these vehicles as well as for operating costs of expansion.

Ms. Gilpen said that Las Vegas Transit is operating in the black mainly because of the strip but cannot produce the revenue deemed necessary by the planning process. She noted that the Reagan proposals call for a complete phasing out of operating subsidies from the Urban Mass Transit Administration in the next five to six years with capital purchases being reduced

considerably during that time frame which means any provision of transit to the community is going to fall on the state and local governments for funding. As to whether transit is a necessity or a privilege, she felt that it is a necessity and with the cost of fuel increasing, congestion increasing and availability of fuel decreasing, transit would become a necessary alternative to the private automobile.

Addressing the bill, Ms. Gilpen stated concern for the definition of "Public Transit System" on page 1, line 7, because under this definition the private operator right now is a public transit system; the term public does not indicate whether the intention is conveyance of the public or publicly owned.

On page 1, line 20, she suggested that it read "up to $\frac{1}{2}$ of 1 percent" allowing for county option.

She felt that there should be some criteria in the bill providing for comparison of projects for eligibility. She stated that the Regional Transportation Commission feels that this measure should be left to a referendum of the people in the county as to the amount of tax to be imposed.

She stated that she was in full support of expansion of mass transit and asked the committee to give careful consideration to this legislation.

Mr. Glover commented that in light of the large number of complaints received concerning the proposed sales tax, he felt that this measure would be overwhelmingly defeated at the polls.

When Mr. DuBois asked if funds were available for the twelve vehicles that have been ordered, Ms. Gilpen said that the city and county have cooperated in matching the funds from the Urban Mass Transportation Administration.

When Mr. Beyer asked if the strip ridership were removed would the LVT be self supporting, Ms. Gilpen replied that it would not pay for itself. Mr. Beyer then asked whether the problem was getting people to and from work or moving tourists along the strip. Ms. Gilpen said that the system has a dual nature; a strong ridership that serves the tourist population and some local commuters along that corridor; a couple of neighborhood routes that are approximately break even; the remaining six routes do not carry themselves. When Mr. Beyer asked if the new buses were for the strip route, Ms. Gilpen indicated they were for commuter routes.

Mr. Beyer asked if any promotional activity was planned and Ms. Gilpen indicated that LVT presently has a public relations program which they hope to expand. She noted that the improvements to the system are to expand from nine routes to twenty, to split or reroute the neighborhood routes to make the service more attractive.

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When Mr. Mello asked who owns the present transit system, Ms. Gilpen said that the Las Vegas Transit System is a subsidiary of First Greyline Corporation, privately owned and operated. Mr. Mello then asked who would own these buses, and Ms. Gilpen replied that they would be owned by the Regional Transportation Commission, that under a purchase of service agreement the LVT, meeting certain specifications in the contract, would operate these buses in return for a fee. She added that they are not currently under any contract, that they operate under the PSC and with a franchise with the City of Las Vegas.

In response to Mr. Mello's question, Ms. Gilpen indicated that Federal law precludes competing with an existing private operator; therefore, they must contract with the existing private operator.

Mr. Bill Madigan representing Carson City said that they wholeheartedly support AB 338.

Mr. Jerry Hall, Executive Director of the Regional Transportation Commission of Washoe County, said that they were in favor of the bill and distributed a brochure describing the Citifare Transit System in the Reno-Sparks area. He noted that the Citifare System is the only publicly owned and operated system in the State of Nevada. This brochure is available through the committee secretary.

Mr. Hall suggested amending the bill on page 1, lines 7 through 10; a copy of this amendment is attached to these minutes as EXHIBIT E. He noted that public transportation is a broad based activity and they feel other activities such as enumerated in this proposed amendment should be included in the bill. For an example he said the Reno-Sparks area has Elderport, Inc., a non-profit private corporation, which provides special door-to-door service for the handicapped and senior citizens. He indicated that the RTC has served as a flow-through conduit funneling Federal money to that special service agency which they see as a very important part of public transportation.

Mr. Hall commented that if submitting this proposal to a vote of the electorate is included in this bill, the earliest date would be the primary or general election in 1982 which would mean that the funds would not be available until fiscal 1984. He noted that the bill at present provides for the county commissioners to deal with public transportation issues and problems.

In conclusion, Mr. Hall indicated that in the last few budget years the local match of funds has come from the city-county general funds; that during the last budget year the City of Sparks was unable to give the full requested appropriation. He stated that a dedicated revenue source was needed to implement their five year plan.

In response to Mr. Glover's comment that this should be a vote of the people, Mr. Hall said that he believed, if there was going to be a viable economy in Nevada, the key is transportation and elected officials must be courageous in attaining this goal.

When Mr. Beyer questioned the financial status of the Citifare System, Mr. Hall indicated that 45 percent of expenses were being paid by fare box returns, that compared nationwide their deficit was not high. He noted that they were in the process of building a system but as this system progresses fare box returns will go up and the deficit will decrease. He added that in the month of March ridership increased by 11 to 12 percent over the month of February.

When Mr. Glover asked if he would object to the suggestion that Ms. Gilpen made that on page 1, line 20 it should read "up to $\frac{1}{2}$ of one percent," Mr. Hall said he thought that was an excellent suggestion.

When Mr. Prengaman asked if ridership would drop off with an increase in fares, Mr. Hall felt that it would not drop off. He indicated that they plan to do an on-board survey to determine at what point ridership will drop.

Ron Lurie, City Commissioner of the City of Las Vegas and Chairman of the Regional Transportation Commission, said that the RTC has the responsibility to the public to implement their short-range plan, that once their plan is implemented the deficit will be higher than that of Washoe County. He noted that in order to purchase the 12 buses that have been ordered, the city and county have each contributed \$245,000 as matching funds. He added that an application for 23 new buses has been submitted, but the source of funds for these has not yet been identified.

Mr. Lurie pointed out that transportation in Clark County is very important to the senior citizens, the handicapped, workers, schools and tourists. He felt that it was up to the Regional Transportation Commission and the elected officials to sell a mass transit system to the public for implementation of their five-year plan. He noted that a survey of his district showed that 48 percent of the people were in favor of an increase in tax to support a mass transit system. He suggested that 25 percent of the entertainment tax could be used to support a transportation system. He commented that if the public wants certain services, they will be willing to pay for them.

When Mr. Mello asked if he had the authority to call a special election, Mr. Lurie said yes and city elections will be held in May and general elections in all the cities on June 2nd. He indicated that in Clark County the county commission will have a special bond issue election and that this question could be included at that time.

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Ann Zoran, representing the League of Women Voters of Nevada, said that they strongly support AB 338 because they feel that transportation is a public service that needs public support. She indicated that they are also concerned with the definition of public transit and with the interchangeable use of public transit and mass transit throughout the bill. She felt that on page 3 line 7 "or provide for these services" should be added to give the ability to contract for the operation of the system. She asked that the section of NRS under which the RTC falls be amended to provide multi-modal transportation planning.

Mr. DuBois questioned whether in effect you might be penalizing the citizens of a community who did their shopping in another community since this is a retail sales tax, and Mrs. Zoran said that this would have to be a choice of the elected officials.

Sherrie Compton, President of the Junior League of Las Vegas, presented Chairman Price with 10,000 signatures in support of a development and implementation of an efficient and effective mass transit system within Clark County. She stated that the Junior League of Las Vegas is looking to the legislature to better the system in Las Vegas and in the entire state and that there is a definite need for mass transit in light of the increase in fuel prices and the increase in population.

Pete Kelley, representing the Nevada Retail Association, said that they were opposed to AB 338 for the following reasons: 1) The bill is discriminatory in that it applies only to retailers, not to other businesses such as tour companies. 2) The bill is not based on profit or the ability to pay; a business could be operating at a loss and still be required to pay this tax. 3) It is a deterrent to the establishment of new business. 4) This tax, if imposed, might never be removed. 5) A transit system will be enjoyed by all individuals and businesses in the county, not just retailers. 5) A tax to support such a system should be shared by the entire populace, not just by those in the retail industry. 6) As prices increase it could impact most heavily on low income customers. 7) The tax will be passed on to the customer adding to the inflationary spiral. 8) Most important, the tax is separated from the voter. Mr. Kelley reiterated that the tax is highly discriminatory in that it is based only on those in the retail business.

When Mr. Mello asked how much the retailer retained of the sales tax, Mr. Price explained that the Taxation Committee has increased this from $\frac{1}{2}$ percent to $1\frac{1}{2}$ percent under the new tax laws and that this increase will help to pay for monthly reporting that will be required.

Mr. Ken Gobrecht, from J. C. Penny Company, Reno, said that he had been in the retail business for 33 years and that no one made money on the sales tax. He explained that the $1\frac{1}{2}$ percent was not a percent of total receipts but of total tax collected and this barely covered the cost of collecting and reporting. 300

Mr. Gobrecht stated that what really concerned him with this bill is that the tax is off the top, it is not a sales tax but a gross receipts tax.

When Mr. Beyer asked if there were any figures available as to how many people from California shop in Nevada because of the lower sales tax, Mr. Gobrecht answered that a raise in sales tax would not affect his total sales but that other businesses such as new car dealers would be affected. He noted that people from Canada are the ones who shop, particularly in Reno, in Nevada because of lower prices and sales tax.

Daryl Capurro, representing the Nevada Franchised Auto Dealers Association and Nevada Motor Transport Association, stated that AB 338 is almost a mirror image of SB 222 which has been before the Senate Taxation Committee. He indicated that their opposition stemmed from the fact that it is an unfair tax on gross receipts, that with the proposed 5 3/4 percent sales tax the price of an automobile will increase anywhere from \$200 to \$400 which amount is out of pocket and cannot be financed adversely affecting the automobile business. He noted that the way the bill is written it could be construed to include a tax on gasoline and asked the committee, if they intend to pass this bill, to definitely exclude gasoline and diesel fuel.

Chairman Price commented that he thought the original intent of the bill was for a sales tax, not a gross receipts tax.

Mr. John Andrews and Mr. Russ Pearson, both representing J. C. Penny Company, indicated opposition to AB 338.

After a short break, Chairman Price directed attention to AB 419.

AB 419: Creates commission to regulate the transportation of passengers.

Mr. Jim Avance, Administrator of the State of Nevada Taxicab Authority, stated support of AB 419. He noted that three members of the Taxicab Authority Board were present to answer questions and to learn of any impending problems with the creation of this commission. Members present were Jack James, Chairman; Eileen Brookman and Hank Thornley, members; not present were Phil Stout and Jerry Lykins.

Mr. Avance said that the Future's Commission issued a report which stated that the #2 priority statewide was transportation, #1 was crime. He added that the Governor's Management Task Force also addressed the problem of better planning of transportation. He indicated a need for one authority to coordinate planning for all modes of transportation of people.

Mr. Avance quoted from an article entitled "Insight" from the Las Vegas Sun, the April 12th issue. "Nevada is the fastest growing state in the nation. Las Vegas and Reno are among the

ten fastest growing cities in the nation. The Census Bureau's final population count shows Nevada grew 63.5% from 488,738 inhabitants in 1970 to 799,184 on April 1, 1980. The City of Las Vegas grew 30.9% and now has 164,674 residents, Reno was up 38.2% to 100,756." He commented that the rapid growth in the state has caused transportation problems and will continue to cause transportation problems. He stated that it was time that there was one agency concentrating on transportation regulation. He noted that MX will impact both large and small cities; that if the state initiates funding for mass transit, there will be a need for a policing agency to regulate these funds and to rapidly act on developing problems.

Mr. Avance stressed that the existing Taxicab Authority can handle all of these problems in Clark County without an increase in staff or funding, but that an office will have to be established in Washoe County to meet the needs in the northern section of the state. He indicated that funding for this additional office is established in AB 419. He added that by going statewide the county population problem which caused the Taxicab Authority to be declared unconstitutional can be solved. He said that the Supreme Court is currently holding on the appeal to see if the legislature can solve the problem, that a number of bills have been introduced addressing this problem but, in his judgement, AB 419 is the best.

When Mr. Prengaman asked why this commission created by AB 419 was necessary, Mr. Avance replied that the PSC is losing the bulk of its investigators and some other authority must take over in Reno; that the TCA has been declared unconstitutional; regulation of transportation needs to be under state control; that this bill proposes the merger of all the functions of the PSC and the TCA into one agency for the regulation of people movers.

Mr. Avance enumerated his suggested amendments to AB 419 which are attached to these minutes as EXHIBIT F pages 1 and 2.

Mr. Avance pointed out that on page 6, line 15, he would like the wording changed so that it reads that field investigators are peace officers.

On page 12, line 47 Mr. Prengaman pointed out the misspelling of insignia and cruising and on page 13, lines 2, 3 and 4 the misspelling of insignia.

When Mr. DuBois asked if these regulations caused conflict in areas outside of Clark County, Mr. Avance said that the only conflict that he knew of was that Washoe County and other areas ran their taxis more than four years and that this bill states that the life of a taxi is a maximum of four years.

Mr. Avance described the structure of an office in Washoe County. He indicated that with imposing a ten cent per ride fee, \$290,000 would be generated; that first year funding would be approximately

\$250,000; thus enough funds would be generated to operate this office for two years until such time as a determination can be made as to how much it will cost to regulate other carriers.

When Mr. Beyer questioned that this bill seemed to only govern taxicabs, Mr. Avance explained that because of problems a few years ago with taxicabs in Clark County, the legislature imposed rules on how taxicabs would be regulated whereas the area that the PSC regulates is done by internal rules and regulations. He added that this is the reason that AB 419 is such a long and bulky bill.

Mr. Mello commented that he did not see any need for this legislation, that it seemed to be a move by some special interests in Clark County to create a new division of government which will cost money; that it supposedly will be self supporting but will levy fees; that the bill does not address any budget or staffing. He stated that he thought the committee should have some input from representatives of other counties.

When Mr. DuBois asked how the other bills address the unconstitutionality of the TCA, Mr. Avance said that one bill creates a statewide agency under the Department of Motor Vehicles; another bill authorizes the counties to create their own authority. Mr. DuBois noted that LTR carries passengers as well as freight and under this bill, the newly created commission would regulate passengers while the PSC would still regulate freight causing a costly duplication of effort.

When Mr. Mello wondered how a seven member commission who were not full time could handle the planning of a mass transit system statewide, Mr. Avance indicated that most of the planning would be done by regional street and highway divisions. Mr. Mello said that he thought the PSC was equipped to handle anything else that might arise.

Mr. Glover commented that he was not convinced that the PSC was adequately staffed to handle transportation statewide.

Mr. Wink Richards, Chief of the Motor Carrier Division of the DMV, commented that vehicles regardless of whether they are hauling passengers or freight will be taxed under the present motor carrier law no matter what changes are made in this legislation.

Mr. Heber Hardy, Director of the Public Service Commission, said that they have very broad jurisdiction over the bus companies, limousines, taxicabs (except in Clark County). He noted that they certificate and also regulate the rates and charges. He said that his staff have made progress in the last few years in improving procedures and expediting the time necessary to determine needed rate increases in transportation as well as the need for new or improved routes. He indicated that there is a \$3.00 per vehicle charge through the DMV which supplies the funding for the PSC's regulation of transportation.

In response to Mr. Price's question, Mr. Hardy indicated that this \$3.00 per vehicle charge pertained to commercial vehicles only, and that if AB 419 passed, some provision should be made to transfer these funds to the proposed commission.

When Mr. Price asked how Mr. Hardy viewed this bill, Mr. Hardy said that it divided transportation into two parts; that if an overall transportation commission is to be created it should cover all aspects including freight, tow cars, etc.

When Mr. DuBois asked if the PSC did any planning along the lines of transportation, Mr. Hardy said no that they rely entirely upon applications that are made and processed. Mr. DuBois then asked if he thought the RTC should be abolished if this bill passes, and Mr. Hardy said that he did not think so because this bill did not address planning.

Mr. Jerry Hall, Executive Director of the Regional Transportation Commission of Washoe County, said that they are required by Federal law to maintain continuous, cooperative and on-going processes which deal with all elements of transportation including transit, bicycles, streets and highways. When Mr. Price asked if they had the authority to purchase equipment and hire bus drivers, Mr. Hall said yes and indicated that they have been operating in Washoe County for about 2½ years.

When Mr. Mello suggested working around the unconstitutionality by having TCA's set up in each county, Mr. Hardy indicated that there was a bill in the Senate that would do this which is being held in committee until the fate of AB 419 is determined in the Assembly.

Mr. Robert Paul Starr enumerated the words in the bill which would pertain to his proposed mini-bus shuttle business and stated that he was in favor of AB 419. He did feel that there should be a separate definition that would cover his type of operation.

Mr. Darrell Dreyer, lobbyist for Whittlesea-Bell in Southern Nevada and for Gray Lines, submitted to the committee a list of amendments which eliminate any reference to buses or motor carriers which is attached to these minutes as EXHIBIT G pages 1 and 2.

Mr. Barry Perea, Executive Vice President and General Manager of Gray Line Tours of Southern Nevada, read his prepared statement of concerns with AB 419 which is attached to these minutes as EXHIBIT H pages 1 through 5.

Mr. Perea indicated that he was disappointed that the city commissioners had to leave because they were going to address the fact that mass transit planning is already being done on a local level by the RTC, and he felt that this new agency could not lend improvement to mass transit in any part of the state.

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When Mr. Schofield asked if his company had ever considered a small jitney type service in Las Vegas, Mr. Perea replied that in his opinion a service such as this could not operate at a profit.

Mr. Daryl Capurro, Nevada Motor Transit Association, said that his organization feels that the PSC has done a reasonable job regulating the industry and did not feel that any change was needed. He listed the following points of interest to the committee: 1) When the legislature created the Department of Transportation statewide, there was a requirement for planning in all modes of transportation. 2) If unconstitutionality is sustained by the Supreme Court, it would be a reversal of their past considerations concerning population limits; if they do uphold this decision, it will mean changing many existing laws that are based on population; also this decision will most likely not be made for three to four years. 3) In creating an agency such as in AB 419, expertise must also be created which exists at present in the PSC; there will be duplication of effort unless all transportation, including freight, etc., is under one agency, and they adamantly oppose taking freight out of the PSC. 4) There are no budgeting restraints in the bill.

Mr. Capurro noted that SB 444 was amended and passed out of the Senate Transportation Committee this day and that this bill will clarify some of the problems with procedures for brokers.

Mr. Bill McFee, owner of Bill McFee and Associates in both Reno and Las Vegas, owner of American Baggage Company, protested AB 419 in the area of brokerage.

Mr. Fred Wilson, President of the Receptive Operators Association of Las Vegas, opposed AB 419. He explained that a receptive operator represents tour operators, travel agencies and other companies in the area of delivering the product that they are producing for a tourist surviving in Nevada. He indicated that they actually supervise, and in many cases arrange for and provide, all of the services required. He said that all of the members of his organization have requested that all reference to brokers be removed from AB 419.

Mr. McFee referred to Section 19 on page 3, line 36 and indicated that under this section he would be regulated in matters of arranging shows, sightseeing and hotel rooms for tourists and all receptive operators are opposed to this. He also protested the common carrier area referred to on page 6, section 29, line 22 and said that it might be applicable to taxicabs but not to buses.

In response to Mr. DuBois' question, Mr. McFee said that he did not own any vehicles but provided services to 150,000 people a year and spent with the bus company on behalf of those passengers approximately one million dollars a year. He added that there

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are at present 50 licensed receptive operators in Las Vegas and approximately 15 in Reno.

Mr. Gary Paquette, representing Funway Holidays which is a national tour operator servicing the State of Nevada, indicated that they are the ones who use the receptive operators to provide services to their people. He said that he had the same problems with the bill as stated by Mr. McFee and Mr. Wilson.

Mr. Leo Thomas, President and General Manager of Las Vegas, Tonopah, Reno Stage Line, Inc., opposed AB 419 for the same reasons as Mr. Perea. He indicated that in his 26 years with the company, they have had no problems with the PSC and he was not in favor of having inexperienced people regulating the transportation industry.

Mr. Vic Snell, Administrator Assistant for Transportation Unlimited in Las Vegas, stated opposition to AB 419.

Mr. Joe Sumrall, Vice President of Gray Lines, concurred with Barry Perea and Leo Thomas and asked that his prepared statement be included in the record. (EXHIBIT I)

Mr. Zel Lowman, representing four cab companies and a limousine franchise in Southern Nevada, stated alarm at some of the comments concerning regulation of taxicabs in Clark County and pleaded with the committee not to ease the regulation of this group. He presented the committee with two proposed amendments to AB 419 which are attached to these minutes as EXHIBIT J and EXHIBIT K.

There being no further business Chairman Price adjourned the meeting at 10:10 p.m.

Respectfully submitted,

Patricia Hatch

Patricia Hatch
Secretary

ASSEMBLY

AGENDA FOR COMMITTEE ON.....TRANSPORTATION.....

Tuesday

Date April 14, 1981.....Time 5:00 p.m. Room 214.....

| Bills or Resolutions to be considered | Subject | Counsel requested* |
|--|--|-----------------------|
| AB 218 | Expands regulation of taxicabs to all counties and transfers regulation to department of motor vehicles. | |
| AB 338 | Authorizes counties to impose tax for support of public transportation. | |
| AB 419 | Creates commission to regulate the transportation of passengers. | |
| ----- | | |
| DISCUSSION WILL CONTINUE ON THE FOLLOWING IF NECESSARY: | | |
| AB 337 | Provides for regulation of small buses by taxicab authority. | |

*Please do not ask for counsel unless necessary.

GUEST LIST

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| PLEASE PRINT YOUR NAME | PLEASE PRINT WHO YOU REPRESENT | I WISH TO SPEAK | | |
|---------------------------|---|-----------------|--------------|-----------------------|
| | | FOR | AGAINST | BILL NO. |
| GABY J. PAQUETTE | FUNWAY HOLIDAYS - ^{NATIONAL} TOUR CO. | | | 419 337 |
| BARRY PEREA | Las Vegas TRANSIT SYSTEM, INC. GRAY LINE TOURS of So. Nev. & | | X | 419 337 |
| BRANDIS MOYER | --- | | X | --- |
| GAIL GILPIN | CLACK COUNTY REGIONAL TRANS. COMM. | | | 337:33 |
| LEO THOMAS | LTR | | | 337 |
| W. W. RICHARDS | DMV MOTOR CARRIER | | | |
| ROBERT PAUL STAR | UNITED SHUTTLE AGENCY, INC. | | | 337 |
| ALICK SWELL | TRANSPORTATION UNLIMITED | | | 337 |
| BILL MCFEE | BILL MCFEE & ASSOCIATES ^{AMERICAN} ^{SALES} | | X | 419 |
| BOB LUMMA | NLV CALCO | AMEND | | AB419 |
| DONALD DRAKE | BAKER & DRAKE INC | | X | AB419 |
| FRED C. WILSON | LAS VEGAS RECEPTIVE OPERATORS ASSN | | X | 419 |
| JOHN R. BAKER | BAKER Elec. Co. | | X | 338 |
| JIM AVANCE | STATE of NEVADA TOURISTS AUTH. | X | | ³³⁷ 419 |
| VICKI HARM | JUNIOR LEAGUE of Las Vegas | | | 419 |
| SHARI COMPTON | JUNIOR LEAGUE of Las Vegas | | | 419 |
| MARILYN GLOVINSKY | " " " " " | | | 419 |
| D Dreyer | gray LINE | | X | 419 |

GUEST LIST

Date: _____

| PLEASE PRINT YOUR NAME | PLEASE PRINT WHO YOU REPRESENT | I WISH TO SPEAK | | |
|-------------------------------|-----------------------------------|-----------------|---------|----------|
| | | FOR | AGAINST | BILL NO. |
| Bill MADIGAN ✓ ^{for} | CARSON City | ✓ | | 338 |
| Pete Kelley ✓ | New Retail Assn | | ✓ | 338 |
| John H. Andrews | J.C. Penney Co | | ✓ | 338 |
| Russ Pearson | J.C. Penney Co. | | ✓ | 338 |
| GREG NOVAK ✓ | Federal Highway Administration | | | |
| Ken Schreck ✓ | J.C. Penney Co - Reno. | | | |
| Carl Gulpin ✓ | | ✓ | | 338 |
| John Baker | | | X | 338 |
| Raymond ✓ | | ✓ | | |
| Commissioner Lawrence ✓ | | ✓ | | |
| Ann Zoran ✓ | New League of Women Carson | ✓ | | |
| Shirley Compton ✓ | In Support of the Bill | ✓ | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Karen Malry | RTC - Washoe Co. | | | 419 |



Las Vegas Metropolitan Police Department

400 EAST STEWART AVENUE
LAS VEGAS, NEVADA 89101
PHONE 702/386-3111

April 6, 1981

TO WHOM IT MAY CONCERN:

It is becoming more apparent that Southern Nevada is in desperate need of adequate mass transportation. Many areas of the community are not serviced by mass transit.

An adequate, workable mass transit system would certainly help to alleviate some of our traffic and environmental problems.

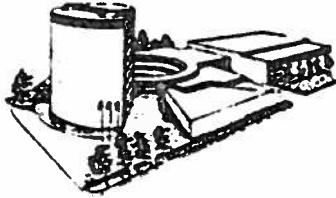
Sincerely,


JOHN McCARTHY, SHERIFF

JMc:DLD:ppj



City
of
Las Vegas



GEORGE F. OGILVIE
CITY ATTORNEY

April 2, 1981

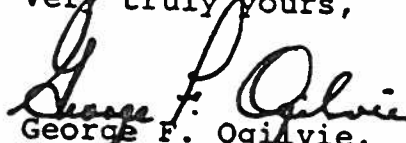
To Whom It May Concern:

Re: Mass Transportation in
Southern Nevada

I have been somewhat involved with the transportation situation in Southern Nevada for the past several years, and I am aware of the problems which presently face the Las Vegas Transit System, Inc., the local governments in Clark County and the Nevada Legislature in attempting to meet the critical need for mass transportation in our area. Although some of these problems are difficult to define, it appears certain that any attempt to finance the upgrading of the present transportation system, both in terms of frequency and reliability of service and area coverage, solely out of the farebox is doomed to failure. Therefore, the solution lies either in some form of governmental subsidy or in developing some alternate means of transportation.

Although this letter should not be considered in any way as an endorsement of his company, since I am not acquainted with the details of its organization or financing, I have discussed at length with Mr. Robert Paul Starr of the United Shuttle Agency, Inc., his proposal for dealing with this problem. His concept of providing a supplemental service consisting of a fleet of mini shuttlebusses appears to provide a viable means of avoiding an otherwise catch 22 situation. I therefore endorse any amendments to Chapter 706 of the Nevada Revised Statutes which may be necessary in order to permit the licensing of this type of operation.

Very truly yours,


George F. Ogilvie,
City Attorney

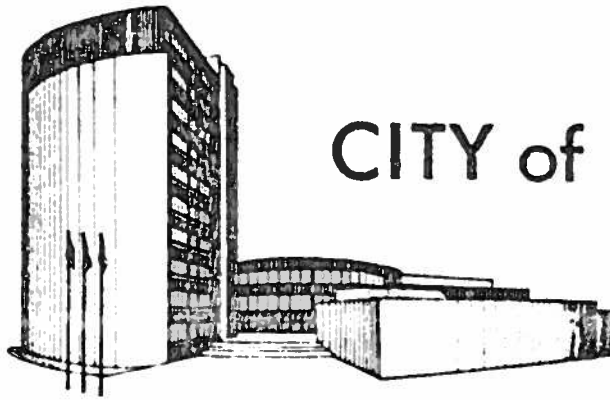
GFO/ph

MAYOR BILL BRIARE

COMMISSIONERS
RON LURIE
PAUL J. CHRISTENSEN
ROY WOOFER
AL LEVY

CITY ATTORNEY
GEORGE F. OGILVIE

CITY MANAGER
RUSSELL DORN



CITY of LAS VEGAS

April 10, 1981

Mr. Robert P. Star
United Shuttle Agency
Las Vegas, Nevada

Dear Mr. Star:

Thank you for the time you gave, at my office, to explain the concept of your proposed shuttle bus service for the Clark County Area.

Although, the need for added bus service in Clark County is obvious to all, my particular interest in seeing this service developed, is in regard to the benefit it would be to so many home-bound senior citizens.

Please be assured of the support by the entire Senior Citizens community. We encourage the necessary governmental bodies to lend their support as well.

Sincerely,

Thomas A. Mulroy
Sr. Citizens Coordinator

TAM:bas

CITY COMMISSIONER
MAYOR PRO-TEM
RON LURIE



February 26, 1981

Ladies and Gentlemen:

Alternate methods of mass transportation are becoming a necessity in the Southern Nevada area to satisfy the needs of our growing community.

As Chairman of the Regional Transportation Commission and Mayor Pro-Tem of the City of Las Vegas, I am asking you to join with me in recognizing this need. Any assistance you can give in seeking a resolution to this problem will be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Lurie".

RON LURIE

RL:r

313

CITY COMMISSIONER
AL LEVY



February 18, 1981

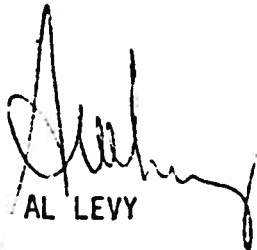
Ladies and Gentlemen:

As a Commissioner of the City of Las Vegas and a member of the Regional Transportation Commission, I am fully aware of the necessity for an efficient mass transportation system in Southern Nevada.

The rapid growth of our area, budgetary constraints, and numerous other factors have placed the Las Vegas area in a position where the public requirements have outweighed the services presently being provided.

We recognize the need for additional services and hope you share our concerns.

Sincerely,

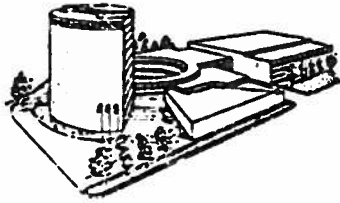


AL LEVY

AL:r

314

City
of
Las Vegas



PAUL J. CHRISTENSEN
COMMISSIONER

March 4, 1981

Ladies and Gentlemen:

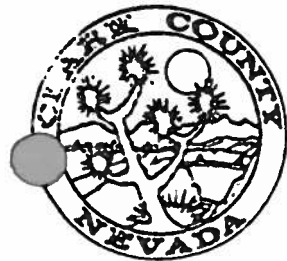
The citizens of our community are experiencing problems concerning mass transportation. I would appreciate your consideration of viable alternatives that might prove to be a solution.

Thank you for your assistance.

Sincerely,

PAUL J. CHRISTENSEN

PJC:r



Clark County

March 5, 1981

Ladies and Gentlemen:

As the immediate past-president of the Clark County Regional Transportation Commission and a Clark County Commissioner, I realize the ever-increasing need for alternate methods of mass transportation here in Southern Nevada.

The population of our community has grown at such a rapid pace that it has made the task of providing an efficient public transportation system to our citizens a very difficult one.

I certainly hope that you also realize the severity of this problem and will assist us in resolving this matter so that we can try to satisfy the mass transportation needs of our growing community.

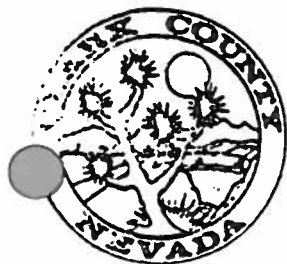
Sincerely,

R. J. "Dick" RONZONE
Clark County Commissioner
Clark County, Nevada

RJR:AH

COMMISSIONERS

Manuel J. Cortez, Chairman • David B. Carter, Vice-Chairman
Robert N. Broadbent, Thela Dondero, Jack R. Pettit, R.J. "Dick" Ronzone, Woodrow Wilson
383-3500



Clark County

March 5, 1981

Ladies and Gentlemen:

As a Clark County Commissioner and a long-time resident of the State of Nevada, I have seen many changes both in our community and throughout the State.

Our population figures continue to increase while our public transportation services to the citizens here in Southern Nevada have not; therefore, I would strongly urge you to assist us in providing additional mass transportation services to the communities in the Southern Nevada area.

Sincerely,

A handwritten signature in cursive script that reads "Thalia M. Dondero".

THALIA M. DONDERO
Clark County Commissioner

TMD:AH

COMMISSIONERS

Manuel J. Cortez, Chairman • David B. Canter, Vice-Chairman
Robert N. Broadbent, Thalia Dondero, Jack R. Pettit, R.J. "Dick" Ronzone, Woodrow Wilson

383-3500

317



UNIVERSITY OF NEVADA, LAS VEGAS

4505 Maryland Parkway

Las Vegas, Nevada 89154

Office of the President

April 8, 1981

Mr. Robert Paul Star, President
United Shuttle Agency, Inc.
3598 Fort McHenry Drive
Las Vegas, Nevada 89122

Dear Mr. Star:

I have now had an opportunity to review the material which you left in my office. I assure you those of us at UNLV are quite interested in improved mass transit in this area. Mass transit is badly needed in and around the UNLV campus and throughout the community.

My best estimate would be that it is very unlikely that large amounts of assistance for such a program are likely to come from Washington in the near future. Therefore, it becomes increasingly obvious that any progress will have to be made at the local level and through the private sector of the economy. I am very hopeful that efforts such as yours may be successful in helping to meet this very real need.

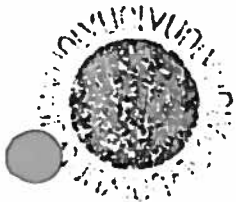
Best wishes to you.

Sincerely,

A handwritten signature in cursive script that reads "Leonard E. Goodall".

Leonard E. Goodall
President

LEG/pf



CONSOLIDATED STUDENTS UNIVERSITY OF NEVADA, LAS VEGAS

4505 Maryland Parkway Las Vegas, Nevada 89154 Telephone (702) 739-3477

PRESIDENT
GEORGE J. CHANOS

MEMORANDUM

TO: Robert P. Star
FROM: George J. Chanos, President, CSUN
DATE: March 24, 1981
SUBJECT: Advocacy of Mass Transit

Briefly, I just wanted to send you this note to inform you of our support for a viable mass transit system in the Las Vegas area.

If our city is to successfully negotiate the eminent rapid expansion of the coming decade an efficient mass transit system, will be critically necessary. We applaude your efforts to secure that vital addition to our community.

We want you to know we are behind you.


George J. Chanos
CSUN President

GJC:rb

REGIONAL TRANSPORTATION COMMISSION

OF
CLARK COUNTY

P.O. Box 396
Las Vegas, Nevada 89101
(702) 386-4481



WILLIAM E. BUXTON
Acting Managing Engineer

March 20, 1981

TO WHOM IT MAY CONCERN:

There is a growing demand for transit in the Las Vegas valley which is not currently being met. Expanded mass transportation is necessary to meet the basic mobility needs of residents and visitors.

WILLIAM E. BUXTON, P.E.
Acting Managing Engineer

bw

Commissioners

Ron Lurie, Chairman, City of Las Vegas; Mary Kincaid, Vice-Chairman, City of North Las Vegas
Manuel Cortez, Clark County; Al Levy, City of Las Vegas, John S. McEwan, City of Boulder City;
Richard J. Ronzone, Clark County; LeRoy Zike, City of Henderson

320



REGIONAL TRANSPORTATION COMMISSION

OF
CLARK COUNTY

P.O. Box 396
Las Vegas, Nevada 89101
(702) 386-4481

WILLIAM E. BUXTON
Acting Managing Engineer

March 27, 1981

TO WHOM IT MAY CONCERN:

There is a growing demand for transit in the Las Vegas valley which is not currently being met. Expanded mass transportation is necessary to meet the basic mobility needs of residents and visitors.

LEROY ZIKE
Councilman, City of Henderson

dks

Commissioners

Ron Lurie, Chairman, City of Las Vegas, Mary Kincaid, Vice-Chairman, City of North Las Vegas
Manuel Cortez, Clark County; Al Levy, City of Las Vegas; John S. McEwan, City of Boulder City;
Richard J. Ronzone, Clark County; LeRoy Zike, City of Henderson

RESOLUTION NO. 1118

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF NORTH LAS VEGAS IN RECOGNITION AND SUPPORT
OF ADDITIONAL MASS TRANSIT SERVICES IN SOUTHERN
NEVADA

WHEREAS, it must be recognized that the rapid growth of Southern Nevada has overburdened the mass transit services now being provided; and,

WHEREAS, inflationary costs have curtailed the current services from keeping pace with the growth of Southern Nevada; and,

WHEREAS, energy conservation mandates establishment of an efficient mass transit system in Southern Nevada.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of North Las Vegas to recognize and support the need for additional mass transit services in Southern Nevada.

PASSED, ADOPTED and APPROVED this 4th day of March, 1981.


RAY H. DAINES, MAYOR

ATTEST:


ESTHER V. BORDEN, CITY CLERK

North Las Vegas

CHAMBER OF COMMERCE

1023 East Lake Mead Boulevard
North Las Vegas, Nevada 89030
phone 702 642-9595



March 16, 1981

TO WHOM IT MAY CONCERN:

The North Las Vegas Chamber of Commerce promotes the Free Enterprise system. Therefore, we commend the efforts of Mr. Robert Star, of United Shuttle Agency, Inc., is making toward better mass transit in Southern Nevada.

Private enterprise is our best hope for improving our transport in these times of austere budgets and disappearing governmental subsidies. Subsidies and tax funds are simply no longer forthcoming from Federal, State, or local sources.

This Chamber will support free enterprise in solving the transit problem. A transportation bill presently in the legislature merits your favorable consideration.

Southern Nevada desperately needs adequate mass transportation. We have reviewed U.S.A.'s proposal and it appears realistic and viable.

Sincerely,

Ellen Frehner, CCE
Executive Vice President

EF:bam



ROBERT LIST
Governor

STATE OF NEVADA
EMPLOYMENT SECURITY DEPARTMENT

LAWRENCE O. MCCrackEN
Executive Director



March 30, 1981

Repl. to Job Order Service Unit
135 So. 8th
Las Vegas, Nevada 89101

Ladies and Gentlemen:

The need for additional or alternate methods of mass transportation in the Southern Nevada area is increasing daily.

Any assistance you can give in resolving this issue will be of benefit to the Community.

Sincerely,

A handwritten signature in cursive script that reads "Gini Henderson".

Gini Henderson
Manager, Job Order Service Unit

OPERATION LIFE

400 West Jackson Street Las Vegas, Nevada 89106 (702) 648-0012

community development corporation



March 26, 1981

Ladies and Gentlemen:

As a long standing representative of the community serving the low-income residents of West Las Vegas, we realize the need for alternate methods of mass transportation in Southern Nevada. We believe it is time, with our community growing at such a rapid pace, that these needs be addressed. We strongly urge you to assist us in providing these crucial services for Southern Nevada.

Sincerely,

A handwritten signature in cursive script that reads "Aldine Weems".

Aldine Weems
Community Services Director

AW:jew

The following Editorial was broadcast on KLAS Television on Saturday, January 31, 1981, by Mark Smith, Vice President/General Manager, KLAS, Inc.

MASS TRANSIT - AIRPORT JITNEY

A new study has proposed initiating a jitney service with small buses to transport incoming passengers from McCarran International Airport to various resorts on the strip and downtown.

KLAS has always supported efforts to improve the transportation of tourists in the Valley, and we believe a jitney service would be a step in the right direction. McCarran now handles more than ten million passengers yearly, and by the end of this decade the airport is expected to handle more than seventeen million people.

Clearly a more efficient means of getting passengers to and from the airport must be found. The taxi companies certainly are against the idea because a jitney service would cut into their revenues.

While we can appreciate their concern, a way must be found to eliminate the bottleneck at the airport. As more passengers arrive at McCarran every year, the situation will only get worse.



CITY OF HENDERSON

CITY HALL

243 WATER STREET

702/565-8921

HENDERSON, NEVADA 89015

Gateway to Lake Mead Resorts

LORIN L. WILLIAMS
Mayor

March 12, 1981

Mr. Robert Paul Star
President
United Shuttle Agency

Dear Mr. Star:

As the Mayor and a long-time resident of the City of Henderson, Nevada, I have seen many changes throughout the City and also throughout the State of Nevada.

The population of Henderson continues to increase while our public transportation services to the citizens are still non-existent; therefore, I strongly urge you to assist us in providing transportation services to the City of Henderson and its surrounding communities in the Southern Nevada area.

Sincerely,

Lorin L. Williams
Mayor

LLW/ca

Clark County
REPUBLICAN
CENTRAL
COMMITTEE

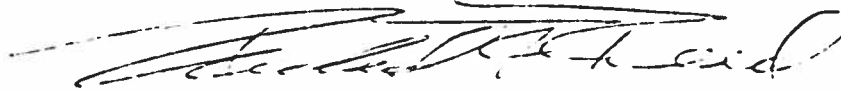
April 9, 1981

Ladies and Gentlemen,

One of the most pressing problems confronting Clark County is the need for developing a comprehensive and cost/effective mass transportation system. Because of this, I urge all appropriate governmental agencies and concerned private citizens to work together to find a reasonable solution to this problem. The longer we delay in developing such a system the more difficult and expensive it will become in the future.

As Chairman of the Clark County Republican Central Committee I believe I can speak on behalf of most Republicans with regards to the need for developing such a system. By planning and acting now we can accomplish a great deal that will benefit our rapidly growing community in the years to come.

Sincerely,



Richard Reed
Chairman



CULINARY WORKERS

Affiliated with HOTEL AND RESTAURANT EMPLOYEES AND BARTENDERS INTERNATIONAL UNION - AFL/CIO
UNION. LOCAL 226



April 10, 1981

Mr. Robert Paul Star, President
United Shuttle Agency Inc.
3598 Fort McHenry Drive
Las Vegas, Nevada 89122

Dear Mr. Star:

The need for adequate transportation by the many members of our union cannot be underestimated. We live in a highly-mobilized community which is slowly choking on its own streets from an abundance of private cars. Any proposal which would provide public transportation deserves the attention of everyone.

Sincerely yours,

Colin McKinlay
Administrative Assistant

GENERAL ORDER NO. 5

RULES AND REGULATIONS
GOVERNING SERVICE AND SAFETY OF OPERATIONS
OF
MOTOR CARRIERS
WITHIN THE STATE OF NEVADA

Effective

December 1, 1962

BEFORE THE PUBLIC SERVICE COMMISSION OF NEVADA

RULES AND REGULATIONS GOVERNING MOTOR
CARRIERS OPERATING IN THE STATE OF NEVADA

REGULATIONS AND LICENSING OF MOTOR CARRIERS
GENERAL PROVISIONS AND DEFINITIONS

The rules and regulations as hereinafter set out shall be considered to have the same force and effect as law, unless found to be in conflict with the statutes, having been promulgated by the authority vested in the Commission under 706.160 NRS.

Reference to NRS herein means Nevada Revised Statutes.

GENERAL DEFINITIONS

The definitions hereinafter set out shall apply in the administration of the statutory authority vested in the Commission for the purpose of regulating motor carriers upon the public highways.

Rule 101. "Commission" defined. "Commission" means the Public Service Commission of Nevada.

Rule 102. "Department" defined. "Department" means the Department of Motor Vehicles.

Rule 103. "Person" defined. "Person" means any person, firm, association, partnership, corporation, lessee, trustee, receiver or company engaged in or intending to engage in the operation of any motor vehicle in any of the carrier services defined in these rules and regulations.

Rule 104. "Driver" defined. The term "driver" means any person who drives any motor vehicle.

Rule 104 (A). "Regular Employee" defined. A person not merely an agent but regularly in exclusive full-time employment.

Rule 104 (B). "Agent" defined. A person duly authorized to act for and on behalf of an authorized carrier.

Rule 104 (C). "Owner" defined. A person to whom title to equipment has been issued, or who has lawful possession of equipment, and has the same registered and licensed in any State or States or the District of Columbia in his name.

CARRIAGE DEFINITIONS

Rule 105. "Authorized Carrier" defined. A person or persons authorized to engage in the transportation of property or passengers as a common or contract carrier under provisions of 706 NRS, including the transportation of agricultural

products and livestock. All such carriers shall be subject to the regulatory control of this Commission.

Rule 106. "Common motor carrier of passengers" defined. "Common motor carrier of passengers" means any person who holds himself out to the public as willing to undertake for hire to transport by motor vehicle from place to place, either upon fixed route or on-call operations, passengers or passengers and light express for all who may choose to employ him.

Rule 107. "Common motor carrier of property" defined. "Common motor carrier of property" means any person who holds himself out to the public as willing to undertake for hire to transport by motor vehicle from place to place, either upon fixed route or on-call operations, the property of all who may choose to employ him.

Rule 108. "Common motor carrier of furniture and house trailers" defined: Carriers engaged in the following services are declared to be common carriers only:

(a) Carriage of new and used household and office furniture and household effects

(b) Towing of house trailers;

and must obtain a certificate of public convenience and necessity from this Commission.

Rule 109. "Contract motor carrier of passengers" defined. "Contract motor carrier of passengers" means any person engaged in the transportation of passengers for hire for a particular person or persons to or from a particular place under separate agreement or agreements and not operating as a common carrier of passengers.

Rule 110. "Contract motor carrier of property" defined. "Contract motor carrier of property" means any person engaged in the transportation of property for hire for a particular person or persons to or from a particular place or places under special individual agreement or agreements and not operating as a common motor carrier of property.

Rule 111. "Motor convoy carrier" defined. "Motor convoy carrier" means any person who drives or tows by means of another motor vehicle or other motive power or carries in another motor vehicle, or who drives a single motor vehicle, or causes to be driven, towed, or carried any motor vehicle or vehicles, or causes a single motor vehicle to be so driven, over and along the public highways of this State, or who furnishes drivers for the movement of vehicles, or furnishes vehicles to drivers, to be driven over and along the public highways of this State, when such motor vehicle or vehicles is so driven, towed or carried for compensation or for the purpose of selling or offering the same for sale or exchange, or storage prior to sale, or delivery subsequent to sale, or for use in common, contract or private carrier service, or for the purpose of delivering a vehicle from one place to another for compensation.

Rule 112. "Driveaway-towaway operation" defined. The term "Driveaway-towaway operation" means any operation in which any motor vehicle or motor . . .

vehicles, new or used, constitute the commodity being transported, when one set or more of wheels of any such motor vehicle or motor vehicles are on the roadway during the course of transportation; whether or not any such motor vehicle furnishes the motive power.

Rule 113. "Taxicab motor carrier" defined.

1. "Taxicab motor carrier" means any person operating a motor vehicle or vehicles designated or constructed to accommodate and transport not more than six passengers in number, including the driver, and fitted with taximeters or having some other device, method or system to indicate and determine the passenger fare charged for distance traveled.

2. Neither common motor carriers of passengers nor contract motor carriers conducting fixed-route operations shall be considered taxicab motor carriers.

Rule 114. "Airport limousine service" defined. The term "airport limousine service" means any person engaged in the transportation of passengers and their baggage for compensation between any airports or between an airport and points and places in this state, as set out in the certificate.

Rule 115. "Private carrier" defined. The term "private carrier," as used in reference to transportation of property, means any person, other than a common carrier or a contract carrier, who or which transports in intrastate or interstate commerce by motor vehicle, property of which such person is the owner or lessee, when the transportation is for the purpose of sale, rent, or in the furtherance of any commercial enterprise.

Rule 116. "Charter" defined. "Charter" carriage or service means the transportation of a group of persons who, for a common purpose and under a single contract, have acquired the exclusive use of a motor bus of a greater capacity than seven (7) passengers, excluding driver, for a particular itinerary. "Charter" carriage shall not include sight-seeing or special services, such carriage being classified separately under common carriage, and charter carriage shall not include property or cargo carriage of any nature. Carriers must originate charters from their authorized regular routes of carriage for the purpose of transporting in charter service a party of passengers to a point or points not on such route (such charter service shall not operate over the same routes or to the same points so frequently as to constitute a regular scheduled route or service); providing, however, a certificate of public convenience and necessity must be issued for this type of carriage.

Rule 117. "Special services" defined. "Special services" means the transportation of a group of persons, who have acquired the exclusive use of a motor bus of a greater capacity than seven (7), on an individual fare basis under special tariffs which provide for certain features such as exclusive occupancy and minimum number of fares and between particular geographical points of origin and destination. Special services shall be performed only by certificated common carriers of passengers whose motor vehicles meet the specifications of the statute and are operated under the supervision and the rules and regulations of the Commission. Carriers shall not operate over the same route or to the same points so frequently as to constitute a regular schedule route or scheduled

service, unless otherwise specified by the Commission.

Rule 118. "Scenic operations" defined. "Scenic operations" means the picking up of passengers at a designated place or at designated places, the transporting of such passengers over regular or irregular routes, the pointing out of places of interest to the passengers along the route.

VEHICLE DEFINITIONS

Rule 119. "Motor vehicle" defined. "Motor vehicle" means any automobile, automobile truck, trailer, automobile tractor, and semi-trailer, motorbus, motorcycle, or any other self-propelled or motor-driven vehicle, used upon any public highway of this state for the purpose of transporting persons or property.

Rule 120. "Vehicle" defined. The term "vehicle" means any conveyance of any type whatsoever operated upon the highways.

Rule 121. "Bus" defined. The term "bus" means any motor vehicle designed, constructed, and used for the transportation of passengers, their baggage and light express, excluding taxicabs and limousines.

Rule 122. "Truck" defined. The term "truck" means any self-propelled motor vehicle designed and used exclusively for the carrying of property.

Rule 123. "Truck tractor" defined. The term "truck tractor" means a self-propelled motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

Rule 124. "Semi-trailer" defined. The term "semi-trailer" means any vehicle other than a "pole trailer", with or without motive power, designed to be drawn by another motor vehicle and so constructed that some part of its weight rests upon the towing vehicle.

Rule 125. "Full trailer" defined. "Full trailer" means any vehicle, with or without motive power, other than a "pole trailer", designed to be drawn by another motor vehicle and so constructed that no part of its weight except the towing device rests upon the towing vehicle. A semi-trailer equipped with an auxiliary front axle (dolly) shall be deemed to be a "full trailer".

Rule 126. "Pole trailer" defined. The term "pole trailer" means any vehicle without motive power, possibly of variable wheel base, designed to be drawn by another vehicle, and attached to the towing vehicle by means of a "reach" or "pole", or by being "boomed" or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregular-shaped loads such as poles, pipes, or structural members capable generally of sustaining themselves as beams between the supporting connections.

Rule 127. "Limousine" defined. The term "limousine" (excluding taxicab) means: every motor vehicle of seven (7) passenger capacity or less, including the driver, engaged in the general transportation of persons "for hire" not on regular

schedule or over regular routes.

Rule 128. "Equipment" defined. A motor vehicle, straight truck, tractor, semitrailer, full trailer, combination tractor-and-trailer, combination straight truck and full trailer, buses, and any other type of equipment used by authorized carriers in the transportation of property or passengers.

MISCELLANEOUS DEFINITIONS

Rule 129. "On-call over irregular routes" defined. The term "on-call over irregular routes" means any person who holds himself out for hire to transport passengers or property by motor vehicles between points and places over irregular routes. On-call common or contract carriers shall not establish a definite schedule that would indicate regular-route service, or set up any schedules between fixed termini except household goods carriers, dump truck operators, or otherwise ordered by the Commission.

Rule 130. "Regular routes" defined. (a) No vehicle operated under a certificate for the transportation of passengers or property over regular routes or between fixed termini shall be operated for-hire over any route other than that authorized under such certificate; provided, however, that whenever any portion of such route is temporarily closed for construction, repair, or for other reason, said vehicle may operate over the most direct and practicable detour, and such operation shall be under the same rules and regulations as applied to the original route. In the event that the detour or deviation extends for a period of more than fifteen (15) days the carrier shall notify the Commission either in writing or by telephone or telegram indicating the probable duration and the cause of the diversion or detour. Telephonic information is acceptable provided it is followed by letter.

(b) Regular route authority shall include service to points or territory one mile on either side of such highways as designated in the certificate or permit, but shall not be construed to mean one mile beyond the points of termini. Whenever the term "city" or "town" is used in a certificate or permit it shall mean the city or town boundaries and no commercial zone shall be established beyond such limits.

Rule 131. "Gross weight" defined. The term "gross weight" means the combined weight of the motor vehicle and any load thereon.

Rule 132. "Business district" defined. The term "business district" means the territory contiguous to and including a highway when within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks, or office buildings, railroad stations, and public buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway.

Rule 133. "Residence district" defined. The term "residence district" means the territory contiguous to and including a highway not comprising a business district when the property on such highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business.

Rule 134. "Trade name" defined. No carrier shall use any trade name or any fictitious name unless such name is authorized for such carrier's use by order of the Commission.

Rule 135. "Express" defined. Express shipments shall not exceed 200 pounds per package, or an aggregate of 600 pounds per shipment from one consignor to one consignee.

Rule 136. "In transit stops" defined. Whenever a carrier transporting livestock from a Nevada point to a point outside the state, or vice versa, is required to unload its cargo in Nevada for feeding, providing rest, weighing or brand inspection, it shall be deemed to be an in transit lay-over if the total number of hours consumed from the time the movement comes to rest until it is again in motion does not exceed twenty-four (24) hours. In the event the above conditions are not met, it shall be deemed to be two movements.

Rule 137. "CPC A" and "MV" defined. Whenever the capital letters "CPC A" appear, followed by a number, this denotes common carrier operating authority; and wherever the capital letters "MV" appear, followed by a number, this denotes contract carrier operating authority.

Rule 138. "Tacking" defined. The term "tacking" means when a carrier holds two operating authorities and said carrier uses both authorities with an interchange at a common point in order to provide service to an area greater than that embodied in a single grant of authority; but shall not mean tying together of common and contract carrier authority.

Rule 139. "Leases" defined. Written lease required. Shall be in writing and signed by the parties thereto, or their regular employees or agents duly authorized to act for them in the execution of contracts, leases, or other arrangements.

Rule 140. "Interchange of Equipment" defined. The physical exchange of equipment between motor common carriers or the receipt by one such carrier of equipment from another such carrier, in furtherance of a through movement of traffic, at a point or points which such carriers are authorized to serve.

Rule 210. Sanitation. All passenger vehicles shall be maintained in a safe, clean, and sanitary condition at all times.

Rule 211. Interruption to Service. In all cases of interruption to the regular service of any carrier to which these rules are applicable, where such interruptions are continued or likely to continue over a period of more than forty-eight hours, immediate notice shall be given to the Commission of the character, cause, and probable duration of the same.

Rule 212. No common carrier of special service shall render such service until such carrier shall have prepared a report, stating therein the point of origin, the destination, the route or routes to be traversed, the approximate mileage; the name of the person, group, or organization to be served on such trip; and the date when the service is proposed to be rendered; one copy of which report shall be carried in the vehicle making said trip and one copy of which shall be retained in the carriers files for not less than three years.

Rule 213. Common and Contract Carriers of Property or Passengers. No common or contract carrier of property or passengers shall lease equipment to supplement its fleet exceeding fifty per cent (50%) of the entire amount of equipment operated by such carrier under its certificate or permit, without prior approval of the Commission made after a showing of financial ability, except where carriers enter into bona fide lease purchase agreements providing for the title passing to the lessee.

Rule 214. Lease or Rental of Equipment to Private Carriers and Shippers. Public Service Commission of Nevada authorized Common or Contract Carriers shall not rent or lease vehicles to a shipper or consignee either with or without drivers.

Rule 214A. Requirements for leasing between private carriers or equipment rental companies and shippers.

- (1) The following requirements shall be complied with before the Public Service Commission will certify an application to the Department of Motor Vehicles for private carrier licensing.
- (2) Lease shall be in writing and signed by the parties thereto, or their regular employees or agents duly authorized to act for them in the execution of contracts, leases, or other arrangements, and no lease of less than thirty (30) days duration will be accepted by the Commission.
- (3) Lease to Shippers (property or passengers). Where a shipper leases a motor vehicle for use in the transportation of its products or goods, the arrangement is unlawful unless the leased vehicle is placed in the lessee's complete possession and control, and is operated by its own driver and under its sole and complete direction, control, and responsibility. It is not enough that the written lease specifies that this will be done, it must in fact be done.
- (4) The driver must be the lessee's employee and subject to a complete control and direction by the lessee as it would exercise over the driver of equipment owned by it. There may be no

- tie-in between the lease of the vehicle and the employment of the driver. The lessee must in actual practice be free to place any driver of its choice on the equipment, to terminate the employment of any driver without affecting the lease, to exercise its own discretion in assigning work to drivers, to impose working and driving rules and to enforce them, to adjust salaries without regard to lease payments, and in all other respects to deal with the driver the same as it does its other regular employees. Merely placing a driver on the payroll of the lessee, or stating in the lease that the driver shall be an employee of the lessee, is not sufficient.
- (5) Where a driver is furnished, selected, or specified by the lessor, or where the lessor reserves the right to do this, or the continuance of the equipment lease is contingent on the use of the lessor, or someone designated by him, as a driver, the indication is that the drivers are those of the lessor, and consequently, that the lessor is a for-hire carrier. In any proper arrangement it is the lessee that must be responsible to the public for accidents arising out of negligent operation of the equipment, and the cost of such insurance, highway use taxes and use fuel taxes must be borne by the lessee. The lessee is responsible also to the Commission for seeing that the vehicles meet and are maintained in accordance with the Commission's safety regulations, and that the drivers observe the Commission's hours of service regulations, subject to penalty for failure to do so.
 - (6) Vehicle with driver may not be leased to a Private Carrier or shipper for less than a ninety (90) day period. No new lease involving the same equipment will be approved by the Commission until present lease expires.
 - (7) A copy of the lease must be carried in the vehicle at all times; and when a power unit, the vehicle shall be identified as provided in Rule 404 as operated by lessee.

Rule 215. Interchange or lease of equipment between authorized carriers.

Specific Agreement - The interchange agreement must (1) be in writing; (2) specifically describe the equipment; (3) describe the actual points of interchange; (4) spell out the use to be made of the equipment by the lessee and the consideration therefor to be received by the lessor; and (5) be signed by each party thereto or their authorized representatives.

Operating Authority - The certificates of public convenience and necessity held by the carriers participating in the interchange arrangement must authorize the transportation of the commodities proposed to be transported in the through movement and service from and to the point where the physical interchange occurs.

Through Bills of Lading For Property Carriers Only - The traffic being transported must move on a through bill of lading issued by the originating carrier; rates should be assessed and transportation charges collected in the same manner as if no interchange of equipment had taken place, and charges against lessee for the use of the equipment must be kept separate and distinct from the amount of the revenue each carrier realizes from the transportation service performed.

GOOD EVENING .

WE ALL KNOW WHY WE ARE HERE. THE PUBLIC TRANSPORTATION SYSTEM IN LAS VEGAS IS IN TROUBLE.

SOLVING THIS PROBLEM SHOULD BE ONE OF YOUR TOP PRIORITIES.

IT IS A MUST, A FINANCIAL ANSWER MUST BE WORKED OUT OR MAKE CHANGES IN SOME OF THE PUBLIC SERVICE COMMISSION RULES AND REGULATIONS WHICH NOW CHOKE OUR PUBLIC TRANSPORTATION INDUSTRY AND RESTRICT NEW FIRMS AND COMPANIES. SOME OF OUR EXISTING STATE REGULATIONS GOVERNING MOTOR CARRIER OPERATIONS ARE INADEQUATE IN SOME AREAS.

I STRONGLY RECOMMEND THAT CERTAIN ADDITIONS BE CONSIDERED TO MAKE IT POSSIBLE FOR MORE PRIVATE FIRMS OR NEW COMPANIES TO BECOME INVOLVED IN PUBLIC TRANSPORTATION. THE ADDITIONS ARE ON THE LIST THAT WAS PROVIDED AS YOU ENTERED. ONE OF THE RULES THAT SHOULD BE LOOKED AT IS RULE 213, PERTAINING TO WAYS OF OBTAINING MOTOR VEHICLES. A POSSIBLE CHANGE IS TO HAVE AN ADDITION THAT MAY READ AS FOLLOWS:

RULE 213-A - A PARENT MOTOR CARRIER OF PROPERTY AND PASSENGER... A PARENT MOTOR CARRIER OF PROPERTY AND PASSENGERS BY THE ISSUING OF PERMITS AND A BONA FIDE AGREEMENT SHALL BE AUTHORIZED TO OBTAIN ALL OR ANY NUMBER OF MOTOR VEHICLES TO SUPPLEMENT ITS FLEET WITHOUT MOTOR VEHICLE TITLE PASSING TO THE PARENT MOTOR CARRIER. A PARTIAL SOLUTION TO THE TRANSPORTATION PROBLEM MIGHT BE THE IMPLEMENTATION OF A MINI SHUTTLE BUS SERVICE AND RULE 213-A WOULD MAKE THE SOLUTION FINANCIALLY FEASIBLE. THROUGHOUT THIS COUNTRY THERE ARE MANY FORMS OF PUBLIC TRANSPORTATION IN USE, IN CITIES OF OUR SIZE, THERE ARE BUSES, MINI-BUSES, SHUTTLE SERVICES AND JITNEY SERVICES TO MENTION A FEW. I BELIEVE SOME OF

THESE SYSTEMS COULD WORK HERE IN LAS VEGAS.

AS MOST OF YOU KNOW OR CAN IMAGINE IT IS ALMOST IMPOSSIBLE FOR ANY ONE INDIVIDUAL TO FINANCE A PUBLIC TRANSPORTATION SYSTEM.

NOW!!!!!! YOU ALL KNOW WHAT HAS TO BE DONE.

YOU MAY SAY "NO" TO SOME THINGS, BUT PLEASE, DO NOT COME BACK WITH NOTHING ACCOMPLISHED. THE SITUATION AS IT STANDS, CANNOT BE TOLERATED MUCH LONGER. PLEASE, WORK IT OUT. TAKE SOME ACTION AND HELP US. REMEMBER, WE ALL HAVE THE SAME GOAL IN MIND, BETTER PUBLIC TRANSPORTATION.

ANYONE WHO WISHES MORE INFORMATION, PLEASE CONTACT ME AFTER THIS MEETING OR WHENEVER YOU GET A CHANCE.

THANK YOU

CARRIAGE DEFINITIONS

Page 2 Rule 106-A

Parent Motor Carrier of passengers defined:

Parent Motor Carrier of passengers defined means any person who holds himself out to the public as willing to undertake for hire to transport by motor vehicle from place to place, either upon fixed route or on-call operations, passenger or passengers for all who may choose to employ him.

Page 2 Rule 107-A

Parent Motor Carrier of property defined:

Parent Motor Carrier of property defined means any person who holds himself out to the public as willing to undertake for hire to transport by motor vehicle from place to place, either upon fixed route or on-call operations, property for all who may choose to employ him.

Parent Motor Carrier defined:

(Should be listed under Carriage Definitions but because of the lack of space it may be allowed to place this rule under Miscellaneous Definitions.)

Parent Motor Carrier defined means a person who may for the purpose of providing Public Transportation service, issue permits to all driver owner-operators, firms, companies, and subcontractors that assist in the operation by supplying all or any number of motor vehicles.

VEHICLE DEFINITIONS

Page 4 Rule 121-A

Mini Shuttle Bus defined:

The term Mini Shuttle Bus means any motor vehicle designed and constructed to accommodate 12 passengers or more, including the driver, but not to exceed 30 passengers including the driver and used for the transportation of passengers, their baggage and light express on regular trips, to and from outlying areas, and service transportation needs as required, excluding taxi cabs, limousines and buses of 30 passengers or more.

Miscellaneous Definitions

Page 6 Rule 137 An addition to Rule 137 should be "P.M.C."

Wherever the capital letters "P.M.C." appear, followed by a number, this denotes Parent Motor Carrier operating authority.

Page 6 Rule 141

Permit defined:

The term Permit defined means a document granting permission to do something, to give opportunity or possibility, permitting, to allow or to let.

Section 200, Rules 201 to 232 (Page 7)

Page 9 Rule 213 A

A Parent Motor Carrier of property and passengers by the issuing of permits and a bona fide agreement shall be authorized to obtain all or any number of motor vehicles to supplement its fleet without motor vehicle title passing to the Parent Motor Carrier.

INTRODUCTION

A rapid transit system is being formed in Las Vegas. The purpose is to provide local public transportation service to and from out-lying areas. Approximately 25% of the land area in Las Vegas will be included in this new service. With the success of the new system will come more coverage of other areas that are in desperate need. A large percentage of the area that is being selected has no service at all. The service that is there can only do so much. The people of Las Vegas are entitled to a service that is better than what they have now. The newly formed system is designed for the local population and of course anyone else-- meaning everyone.

THE COMPANY

The Company is designed to function as a Mini Shuttle Bus System, Mini Shuttle Rapid Transit System.

The Company will submit an application to the Public Service Commission to obtain, (If adopted-A Parent Motor Carrier rule) a Parent Motor Carrier Certificate of Public Conveyance. The Parent Motor Carrier will use Mini Shuttle Buses (rule if adopted--121-A) as their vehicles to provide public transportation service. The Company will organize, regulate and administer all rules and regulations, to carry out the duties for which it is designed.

Rather than have dozens of small companies doing anything they want, going anywhere, anytime and all mixed up this Company will keep everything under control. The Company and the Public Service Commission have the same goal, the interest of the Public.

The Company Motto is:

A Rapid Transit System-Devoted to Serve,
Getting you there is our only business.

COMPANY MOTTO:

A Rapid Transit System Devoted to Serve--Getting you there is our only business.

HIRING PROCEDURE

1. A bonafide agreement will be signed between company and vehicle owner operators that qualify.
2. By signing bonafide agreement vehicle owner operator agrees to abide by all rules and regulations that have been read and signed.
 - A. Rules and regulations are company rules and regulations.
 - B. Rules and regulations are Public Service Commission rules and regulations.
 - C. Rules and regulations are City and County rules and regulations.
3. Qualified vehicle owner operator will be assigned a permit.
4. Vehicle owner operator by signed bonafide agreement knows that if a permit is taken back he is out of business.

DRIVING CODE

1. No driver shall drive under the influence of any alcohol or drugs.
2. No driver shall drive while taking medication that induces drowsiness.
3. No driver shall drive who is sick to the point where control is limited.
4. Drivers shall abide by all vehicle codes of the state and signs posted.
5. Drivers shall drive in an orderly manner.
6. Drivers shall not weave in and out of traffic.
7. Drivers shall be courteous to passengers, people walking on street, driving and parking.
8. No smoking--eating--drinking on vehicle by anyone. Exceptions:
When vehicle is empty and the following rules are observed.
 - A. When driving to your assigned route(out of service sign displayed).
 - B. When off shift--(Out of service sign displayed).
 - C. At end of route and while waiting to take your turn on route--with no passengers aboard.
 - D. At no time while on shift drinking of any alcohol or smoking grass(Marijuana) or taking drugs.
9. Driver will get as close to curb as possible when loading or unloading.

DRESS CODE

1. Cloths--shirts--red, white or blue plus wear matching color pants.
2. Pressed an clean at all times.
3. Shoes--Black or white.
4. Shoes shined at all times.
5. No sandals.
6. No sneakers.
7. No hats that are not company designed or company approved.
8. Ties optional.

DRESS CODE (CON'T)

9. Name tags must be worn at all times. Location for name tag, over the heart. May be attached to pocket on left side. When no pocket may use collar on left side.
10. On the dash of vehicle a second name tag should be displayed for customers to see.

PERSONNEL GROOMING AND HYGIENE CODE

1. Hair--normal length--not touching shoulders(Male), but being in good taste for females, longer but in good taste.
2. Hair combed at all times not to be in a mess.
3. Hair clean.
4. Body clean.
5. If you shave, must be done every working day.
6. Beards and mustaches ok if clean and managed.

CODE OF ETHICS

1. When a mugging is cited sound horn and remember as much as you can to tell police.
2. Stop for a citizen in distress.
3. Call police or fire department about Auto accident.
4. When possible apply first aid if knowledgeable in area to assist in.

WHERE TO GET FINANCING

1. Local bank.
2. Local loan company.
3. Dealership will arrange it.
4. S.B.A.--Small Business Administration.
5. If a G.I. check out V.A. or G.I. loan.
6. If vehicle owner qualifies get a lease.

VEHICLE CODE

1. Inspect inside and out, daily.
2. Clean inside and out, daily.
3. Vehicle owner operator will turn into company every seven(7) days a weekly report of...
 - A. Maintenance inspection report on company form and all papers as support of same.
 - B. Mechanical inspection report on company form and all papers as support of same.
 - C. Passenger count report on company form as support of same.
4. No broken glass--anywhere inside or outside.
5. No torn seats of more than two(2) inches or more and no more than two separate holes on any one seat.
6. No torn floor covering at any time. May be taped when noticed but not for more than three(3) working days.
7. Spare tire at all times and tools for same.
8. Fire extinguisher as per safety requirements.
9. First aid kit as per company requirement.
10. No displaying of any signs or anything that has not been approved by company.
11. Company shall be allowed to put plastic company name signs or a painted company name sign on buses as agreed and approved in advance by a fixed signature of vehicle owner operator. Company decides may be both types.
12. When vehicle owner operator leaved company he by agreeing and approving in advance by a fixed signature will allow company to spray paint over or sand off company name signs. Does not have to be a expert job, just removed. All other signs and material will be returned to company.
13. Vehicle owner operator when out of service will at all times display in view for all a Out of Service-Off Duty sign or times as follows:
 - A. Going to work, until assigned route is reached.
 - B. After work-leaving shift and going home.
 - C. When broken down or going to get work done on bus.
 - D. At all times when not on the job, off days & etc.

April 14, 1981

AB 337

POSITION PAPER

The Nevada Department of Transportation has reviewed this bill and found four areas of concern:

- (1) Presently NDOT receives pass through funds from UMTA 16(b)(2) and Section 18 programs for the provision of elderly and handicapped /private non-profit transportation and rural public transportation. Under AB 337 does the bill identify these providers as small bus operators?
- (2) Section 13(a) of this bill indicates the sum of \$400 to be paid to the authority per bus. Is this an annual fee and would it include elderly and handicapped operators? (There are 74 vehicles statewide providing this E&H service.) Most E&H operators require subsidies and adding \$400 more would only increase the subsidy needed. (See attached lits for vehicle distribution).
- (3) Section 1.1. (b) is vague as to its meaning of what is and is not a "small bus" operation under this bill. Basically, what is the difference between a "fixed route" and "regular routes and fixed schedules?"
- (4) More analysis needs to be performed as to the relationship of the ICC Motor Bus Act of 1981 which sets for interstate bus deregulation.

James O. Berry
Ass't. Director, Planning

VEHICLES ACQUIRED UNDER
UMTA Sec. 16 (b) (2)
Program

NV-16-0001

Economic Opportunity Board of Clark County
Elderport Services Inc.

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NV-16-0002

Fernley Area Development Council
Soroptimist International of Fallon, Nevada

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NV-16-0003

Elderport Services Inc.
Economic Opportunity Board of Clark County
Older Americans of Mineral County
Young at Heart Senior Citizens Center
Cramby Association for Retarded Citizens
Carson City Rotary Club

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NV-16-0004

Elko Jaycees
Older Americans of Lyon County
Agai Dicutta Elders of Walker River
Open Door Senior Citizens Center
TE-MOAK Bands of Western Shoshone
Fallon Paiute-Shoshone Tribes
Pyramid Lake Paiute Tribal Council

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NV-16-0005

Elderport Services Inc
Economic Opportunity Board of Clark County
Soroptimist International of Fallon, Nevada
Silver Springs Chamber of Commerce and Agriculture
Washoe Tribe of Nevada and California

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NV-16-0006

Elderport Services Inc
E.O.B. of Clark County
Francis Muncy Unit #15, American Legion Aux.
Kiwanis Club of Carson City

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JOSEPH A. SOUZA
Director

TRANSPORTATION BOARD
ROBERT LIST, Governor, Chairman
RICHARD M. BRYAN, Attorney General
WILSON MCGOWAN, State Controller

STATE OF NEVADA

DEPARTMENT OF TRANSPORTATION

1263 SOUTH STEWART STREET
CARSON CITY, NEVADA 89712

IN REPLY REFER TO

UMTA PROJECT NV-16-0001

ELDERPORT SERVICES INC. P.O. BOX 8023 University Station Reno, Nevada 89507
E.O.B. OF CLARK COUNTY 2228 Comstock DRIVE, Las Vegas, Nevada 89106

UMTA PROJECT NV-16-0002

SOROPTIMIST INTERNATIONAL OF FALLON NEVADA P.O. BOX 736 Fallon, Nevada 89406
FERNLEY-WADSWORTH LIONS CLUB P.O. BOX 515, Fernley, Nevada 89408

UMTA PROJECT NV-16-0003

ELDERPORT SERVICES INC.
E.O.B. OF CLARK COUNTY
ELDER AMERICANS OF MINERAL COUNTY, P.O. BOX 1754, Hawthorne, Nevada 89415
YOUNG AT HEART SENIOR CITIZENS CENTER, P.O. BOX 1041, Minden, Nevada 89423
ORMSBY ASSOCIATION FOR RETARDED CITIZENS, P.O. BOX 491, Carson City, Nevada 89701
CARSON CITY ROTARY CLUB, P. O. BOX 5541, Carson City, Nevada 89701

UMTA PROJECT NV-16-0004

ELKO JAYCEES, P. O. BOX 657, Elko, Nevada 89801
OLDER AMERICANS OF LYON COUNTY, P.O. BOX 94, Yerington, Nevada 89447
ACAI DICUTTA ELDERS OF WALKER RIVER, P.O. Box 97, Schurz, Nevada 89427
OPEN DOOR SENIOR CITIZENS CENTER, P. O. BOX 123, Carlin, Nevada 89822
TE-MOAK BANDS OF WESTERN SHOSHONE 511 Sunset Street, Elko, Nevada 89801
FALLON PAIUTE-SHOSHONE TRIBES, 8955 Mission Road, Fallon, Nevada 89406
PYRAMID LAKE PAIUTE TRIBAL COUNCIL, P.O. BOX 256, Nixon, Nevada 89424

UMTA PROJECT NV-16-0005

ELDERPORT SERVICES INC.
E.O.B. OF CLARK COUNTY
SOROPTIMIST INTERNATIONAL OF FALLON NEVADA
SILVER SPRINGS CHAMBER OF COMMERCE AND AGRICULTURE , P.O. BOX 8 Silver Springs
Nevada 89429
WASHOE TRIBES OF NEVADA AND CALIFORNIA, Route 2 Box 68, Gardnerville, Nevada
89410

UMTA PROJECT NV-16-0006

ELDERPORT SERVICES Inc.
E.O.B. of CLARK COUNTY
FRANCIS MUNCEY UNIT #15, American Legion Aux. P.O. Box 498, Battle Mt. Nv. 89820
KIWANIS CLUB OF CARSON CITY, 901 Beverly Drive, Carson City, Nv. 89701

SUGGESTED AMENDMENT A.B. 338

Replace Line 7-10, page 1 with the following:

"Public transit system" means the property, equipment and improvements of whatever nature owned, used, constructed, maintained, controlled or operated to provide mass transportation for passengers or to provide for the movement of people, including rideshare programs, senior citizen and handicapped transportation programs, park and ride stations, transfer stations and special transit transfer sites.

AB419

Page 1 Line 5 Should read "sections [4] 3

Page 7 Line 43 Add 5 "The applicant must submit with his application a fee of \$200 which must not be refunded. The applicant must also pay such amounts as are billed to him by the commission for reasonable costs incurred by it in conducting an investigation of the applicant."

Change [5] to 6 on Line 43

Page 8 Sec 36 Line 10 to Page 10 Sec 44 Line 36 are to be deleted. They are being ammended by SB477.

Page 10 Line 40 Should read "The Public Service Commission of Nevada before July 1, [1969] 1981 which has not been transferred, revoked or suspended by [the former Taxicab Authority] action of law

Page 11 Line 43 Change "Regulating [Taxicabs] Passenger Transportation throughout the state.

Line 45 Add "Remaining in the fund of each county must be used

Page 12 Line 15 3. Delete [in each county having a population of 100,000 or more]

Page 12 Line 23 current regulation of April 15

Page 31 Delete sections 99, 100 and 101 - Ammended by SB477

Add new section

Motor vehicles are subject to taxes under NRS 706.

AMENDMENTS TO AB 419

- PAGE 2 - Eliminate lines 1 thru 6
- PAGE 2 Section 5 Line 8 - After word "of" add "taxicab"
- PAGE 2 - Eliminate Section 6
- PAGE 2 - Eliminate Section 7 ending with line 22
- PAGE 3 Line 30 - Eliminate "Common motor carriers, including"
also eliminate word "and" end of Line 30
and all of lines 31, 32, 33, 34, 35
- PAGE 3 - Eliminate Section 19
- PAGE 4 Line 2 - After word "impartial" insert "taxicab"
- PAGE 4 Line 4 - Eliminate wording "in passenger transportation"
- PAGE 4 Section Sub-section 2 - Lines 8 thru 20
- PAGE 4 Sub-section 3 - Eliminate lines 21 thru 24
- PAGE 4 Section 22 - Eliminate wording "reinforcements , construction
and connection of property lines" - Lines 27 & 28
- PAGE 4 Section 22 Line 29 - Eliminate word "tracks"
- PAGE 5 Line 23 - Insert after word "for" -- "taxicab"
- PAGE 6 Section 29 Line 23 - add after wording "used by" -- "taxicab"
- PAGE 6 - Eliminate Section 30 Lines 35-41
- PAGE 6 - Eliminate Section 31 Lines 42-45
- PAGE 6 Line 46 - Retitle Section 30
- PAGE 7 Line 1 - Change numeral from 3 to 1
- PAGE 7 Line 25 Section 33 - Eliminate "other than for operation of
taxicabs"
- PAGE 7 Line 32 - Eliminate word "and"
- PAGE 7 Lines 33 & 34 - Eliminate
- PAGE 7 Lines 35 thru 42 - Eliminate
- PAGE 7 Line 40 - Change numeral 4 to 3
- PAGE 7 Line 43 - Change numeral 5 to 4
- PAGE 8 & 9 - Eliminate Sections ³⁶37, 38, 39
- PAGE 10 Lines 1 thru 10 - Eliminate

AMENDMENTS TO AB 419 (Cont'd)

- PAGE 22 - Eliminate Lines 1 thru 6
Line 7 renumber as Section 72
- PAGE 24 Section 79 - Eliminate Lines 4 thru 49
- PAGE 25 Line 1 thru Line 49 - Eliminate
- PAGE 26 - Eliminate Lines 1 thru 49
- PAGE 27 - Eliminate Lines 1 thru 49
- PAGE 28 - Eliminate Lines 1 thru 49
- PAGE 29 - Eliminate Lines 1 thru 49
- PAGE 30 - Eliminate Lines 1 thru 49
- PAGE 31 - Eliminate Lines 1 thru 49
- PAGE 32 - Eliminate Lines 1 thru 12
- PAGE 32 - Eliminate Lines 25 and 26

April 14, 1981

ASSEMBLY Bill 419

Thank you Mr. Chairman, members of the Assembly Transportation Committee:

My name is Barry Perea, I am the Executive Vice President and General Manager of Gray Line Tours of Southern Nevada and Las Vegas Transit System, Inc.

I am here to express the many concerns my company has over Assembly Bill 419, and the negative affect it would have on our convention and tourist industry not only in Clark County but the entire State of Nevada.

Many of you think of me primarily in my job as General Manager of Las Vegas Transit System, but I started my career with this corporation as the Director of Sales for Gray Line Tours of Southern Nevada in February 1972. Then we had 13 tour and charter buses and 5 stretched-out vehicles for our airport service. We operated one day-time tour and two night club tours. Today we have 43 tour buses with eight more scheduled for delivery in July of this year. Today we operate three different tours to Hoover Dam including boat tours on the lake; a city tour, a desert tour, two night club tours, a total of seven tours, and have increased our airport service to ten stretched-out vehicles with two more expected to be delivered in May 1981.

The reason we have grown so rapidly is no secret. Tourism in

the Las Vegas area has increased significantly during these past nine years. We would like to believe that our Gray Line Company played a small role in this tremendous growth.

When I joined the company, I would go out with the hotel sales managers and the sales staff of our convention authority and we solicited conventions like the National Association of Homebuilders, National Automobile Dealers Association, Mining Congress and many other very large conventions who did not meet in our city and state. My role was then and is today to assure them that if they select Las Vegas, Gray Line will have enough buses to take care of them when they arrive--buses to get them on and off the airport, buses to get them from their hotels to the Convention Center so they can get to their meetings, tours for their ladies.

The Homebuilders had a great deal of reservations about our city being able to meet their transportation needs. I assured them if they selected Las Vegas that in addition to my Las Vegas fleet, my company also had available 150 buses in our Los Angeles Company which would be made available as needed.

When the Homebuilders met for the first time in Las Vegas, we brought down 27 buses from our California company to take care of them. We, as a normal course of business, bring additional buses in from our California Gray Line Company to supplement our fleet for these large conventions. Today there are 32 buses providing shuttle service to the National Association of Broadcasters.

Some of them were brought in from our California Company so we could take care of this convention, along with the other business we service, such as our daily sightseeing tours.

I would like to emphasize that whenever we have California buses in operation they are driven by our Las Vegas employees exclusively.

The passage of Assembly Bill 419 could impair our ability to service our customers, to grow as we have over the past years and stop our ability to guarantee these large conventions that we will have an adequate number of buses for them if they come to Las Vegas. This bill would allow the taxi-cab administrator, now called the executive secretary, to allocate the number of buses my company and the other bus company's operate.

Taxi cabs and buses are not compatible under the same regulatory agency. In Clark County there are 4 bus companies and 2,000 cab drivers. Our voice would be lost, but even worse the cab drivers would have a knife at the throat of our city. This may sound like a rash statement but let me give you a factual example of what happened three years ago.

In 1979 we brought in 27 buses from our California Company to handle Homebuilders. Their total requirement was 52 buses. When the cab drivers found out Gray Line was bringing in buses for this convention, they threatened to strike the city. The taxi-cab administrator told the cab drivers that he did not regulate buses thus there was nothing he could do about it. Truthfully, there was another issue. The cab owners wanted to add 150 cabs to their

fleets for this convention. The cab drivers threatened to strike if these additional cabs were put on the street. What happened? The taxi-cab administrator only allowed the cab owners to put on about half the number of additional cabs.

A strike was averted but the biggest complaint the Homebuilders delegates had was that there were not enough cabs in service and they experienced waits as long as two hours. One has to wonder if we would have been treated like the taxi-cab owners and only allowed to bring 1/2 the buses needed if we were regulated by the Taxi-cab Authority.

Another concern we have is that we would be regulated by seven part time commissioners. All, I am sure good upstanding citizens of our State and well intended people, but our business, especially the rate making process, is complex and would be cumbersome to a person not familiar with regulatory accounting and the principles it incumpasses.

Ours is a full time business and we need full time administrators such as we currently have with the Public Service Commission-- not part time people as is called for in Assembly Bill 419.

My company believes there is a need to regulate taxi-cabs and we are sympathetic to the new problem the courts have imposed by declaring the Taxi-cab Authority in Clark County unconstitutional. The solution to this problem doesn't lie in expanding the present Taxi-cab Authority's rule making over the bus companies.

Not one bus company, in the nine years I have been in the industry, has come to either house and asked for enabling legislation to remove us from the Public Service Commission and place us under another authority.

You have never heard of any complaints regarding the bus industry in Southern Nevada originating from the tourists or the city or county commissioners.

The members of the Las Vegas Convention and Visitors Authority have not suggested changes, or complained to you about us, and the officials at McCarran International Airport have not complained to you about our service.

The same can not be said about the taxi-cab industry in Southern Nevada.

I would ask you to reconsider your position on this Bill and leave the bus industry function as it has in the past--serving the needs of our tourists, unincumbered by unnecessary regulation.

If there is a need to have new legislation passed that will satisfy the courts concerning taxi-cabs, I will work with you to that end, but what I see in this Bill is the stifling of the growth of tourism and convention business in our state--the very life blood of Nevada.

Thank you.

Joe Sumrall - Gray Line - Reno/Lake Tahoe

Gray Line is an ICC carrier. A substantial portion of our operations is INTERSTATE charter and special operations and we maintain terminal facilities in the Bay Area, as well as Reno and Lake Tahoe. It is our company's policy to loosely base equipment at company locations. Since the market for ANY given company operation changes daily, our area managers constantly shift equipment according to location demands. As a normal condition of our operations, equipment used in INTERSTATE casino runs from the Bay Area to Reno/Lake Tahoe will be at our local terminal location for 6-10 hours. These runs bring approximately 200,000 gamblers into area casinos annually. Gray Line has an average of 13 buses daily available for 6-10 hours before returning to the Bay Area. We know that. If we can book use of this equipment for revenue runs of any kind, we do.

In addition to casino operations, Gray Line actively solicits and performs Nevada INTRASTATE sight-seeing, special services and charter operations. Demand for these services are determined by weather conditions, tourist traffic and convention activity. We have no control over weather conditions and as a result, many of our operations are seasonal. But through extensive advertising and promotion we can increase tourism and convention activity. Our company has spent well over \$200,000. on tour development and soliciting convention activity from incentive houses throughout the country. We have handled transportation for many conventions over the past year, mostly as the result of our own promotion efforts. Serving large convention groups usually requires more equipment than we normally have on hand at our local facilities. However, we do have this equipment available from our Bay Area locations and can meet the demand -- if we can utilize our fleet to its maximum.

It is our opinion that the allocation procedures proposed in this bill would quite effectively sabotage our management's efforts to utilize our fleet to the maximum benefit of our company and the public

Further, our efforts to promote our services for sight-seeing and convention transportation are starting to pay off. If we have developed public demand for these services in our area why should we be anxious to share the rewards in the form of additional equipment allocations with other area carriers?

An equipment allocation system will not work in the bus industry. Public demand for our services varies daily and it is not likely that the bus companies or the public can afford this socialistic approach to determining the market for bus service.

Proposed amendment to AB 419

Amend Section 21 (a) as follows "Provide for fair and impartial regulation
with no discrimination or limitations among
certificate holders as to the area for which
they are franchised within a county."

Proposed amendment to AB 419

Amend to replace Section 99,
line 26, page 31 as follows:

NRS 706.391, paragraph 4 is hereby amended as follows: The commission may attach to the exercise of the rights granted by such certificate such terms and conditions as, in its judgment, the public interest may require, except that it may not limit the right of a holder of a certificate to operate seven-passenger buses on a county-wide basis in the county in which he is certificated.