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Keith Sakelhide

To: mpthomas@lcb.state.nv.us
Subject: SB 192

Marge Thomas:

In response to the questions posed during our recent telephone conversation:

1. I have asked Ted Pribnow, our Manager of Transportation/Chief of Enforcement to define/describe the various terms used in our Monthly Enforcement Activities sheet.
2. With regard to the impoundment of vehicles (Pursuant to NRS 706.476). An impoundment is an action taken against a vehicle being used to provide unlawful/illegal transportation. The registered owner of that vehicle is responsible/liable for any fines assessed as a result of such an action. If a tractor/trailer combination was impounded (pursuant to an illegal move), the owner of both the cab and the trailer (if they are different individual/entities) would be provided notice of the impound hearing. Liability/responsibility of the various parties would be determined at the hearing. Intrastate moves are rarely accomplished using tractor/trailer combinations. Most intrastate moves are short, one day moves and are accomplished using self contained trucks or large vans.
3. With regard to licensing of drivers. Our bill, if passed, would require drivers for fully regulated carriers to receive permits following a required background (including criminal background) check. A federally licensed commercial motor vehicle driver does not undergo any criminal background check. (Although, effective today, a recent change in federal law now requires drivers who transport hazardous materials to undergo some sort of criminal background check.)
4. With regard to different fees for limousines/tow cars/taxis. The \$200 (per vehicle) fee is for all fully regulated carriers, other than taxis and tow cars.
 - a. Tow car operators are not fully regulated carriers. They have been partially deregulated by federal law.
 - b. The TSA regulates taxis outside of Clark County. The taxi market in Reno/Sparks and in the rural counties is seriously depressed. One of the largest operators in Northern Nevada (Baker and Drake, Inc.) has recently gone through a second bankruptcy. It is the belief of the TSA that such an increase in fees (from \$75 to \$200) could have a disastrous effect on those carriers.
 - c. A much greater percentage of our enforcement activities (and an even greater percentage if the TSA is granted authority to permit fully regulated drivers) concern fully regulated carriers.

Keith Sakelhide

If you have any other questions, if can be reached at 702-486-3303, X409; or while in Carson City at 702-296-9349.

However, it is the intention of the TSA to license only fully regulated carriers of "passenger vehicles."