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Dial 511 for Travelers Information in Your State

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Clark Whitney of Quality Towing's "Big Bird"

2007 Nevada Legislature Paul Enos, CEO

There will be many issues surrounding transportation addressed during the 2007 Legislative Session. The Legislature commences on Monday, February 5th and will most likely adjourn on June 7th at 1:00 am. During those 120 days the NMTA will be monitoring issues that will impact your business, and the motor carrier industry.

Over 1,100 pieces of legislation have already been requested, and the NMTA is tracking anything that will have either a positive or negative impact on Nevada's motor carrier industry.

Highway funding will be a huge issue both during and after the 2007 Legislative Session. A Blue Ribbon Task Force, appointed by former Governor Kenny Guinn, has studied the issue and suggested numerous ways to raise 3.8 billion dollars to fund highway construction in northern and southern Nevada.

NMTA will also be watching bills that: Restructure the Nevada Transportation Services Authority; Require trucks to put tarps over their loads; and Provide for staggered registration.

Managing Editor, Amy Levine Nevada Motor Transport Association

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To keep you apprised of all of these issues and others, the NMTA has posted our bill tracking list on-line so that you may more closely follow issues important to you. To view the bill tracking list visit our website at: www.nmta.com.

To make it easier for you to decipher we have color coded the bills according to our position.

- Bills highlighted in green are bills that the NMTA support.
- Bills highlighted in red are bills the NMTA opposes.
- Bills in yellow are ones the NMTA are monitoring closely because of either their direct impact on transportation or business.
- The bills highlighted in blue are more general in nature, and are being watched for potential amendments and impact.

The NMTA does not always know what is contained in a bill, until it is introduced by either the Senate or the Assembly. Once the bill is introduced and we review the actual language, we will have a better idea of its impact. Please keep referring back to our website to view changes as they are made.

If you have any specific questions on a particular piece of legislation, please contact our office at (775) 673-6111 or after hours you can access our legislative hotline to hear a synopsis of what is happened at the legislature.

Soon you will be receiving an NMTA 2007 legislative handbook, which will provide you with contact information for your Federal and State elected officials, as well as other useful information regarding the 2007 legislative session.



LEGISLATIVE RECEPTION

NMTA will host a legislative reception for association members, government partners, legislators and invited guests. The event will take place February 12, 2007, from 5:00 PM to 7:00 PM at the Carson City Nugget. The reception will give transportation stakeholders a chance to network and mingle in a relaxed environment. This 74th session of the Nevada Legislature is sure to be filled with issues affecting motor carriers, and NMTA's legislative reception provides an ideal venue to talk issues, and to socialize with peers.

If you have questions about attending our NMTA legislative reception, call Jamie in the Reno office at (775) 673-6111.



NMTA MEMBERS' CORNER

NMTA Members' Corner is a new feature designed to showcase our association member companies and the services they provide.

President Julia Frehner of **NU EQUIPMENT INC.** was honored by the business publication In Business Las Vegas as being one of its 2006 Men and Women of Influence. NU Equipment Inc. is an NMTA member company specializing in demolition, transportation and dust control. NU Equipment takes on both residential and commercial projects.

The dust palliative work performed by NU Equipment is a growing arm of the business. NU Equipment has been called upon to help keep dust at bay along transportation routes in North Las Vegas and campgrounds in Red Rock Canyon. The company performed dust control and herbicide work for Clark County along I-215 from Cheyenne to Jones, and from Decatur to I-15. NU Equipment also provided dust palliative work at the Three Kids Mine in Henderson, and for Southern Nevada Water Authority in the Las Vegas Wash.

The company's dust control work has flowed naturally from its many demolition projects; including demolition of the Western High School Gym and the Lake Mead School; and demolition of various properties along U.S. 95 in support of NDOT's U.S. 95 widening project. At NU Equipment, customer satisfaction, safety and efficiency are the main concerns of its highly experienced demolition team.

President Julia Frehner is a longtime resident of Las Vegas. She and her late husband, Jeff, founded their company in 1993 as a home-based business with one employee. NU Equipment now employs 50 people and has

its own office on a six acre land parcel at 184 W. Brooks Ave. in North Las Vegas.



NU Equipment performs demolition

supporting the current list of NDOT megaprojects.



NDOT FREE COMMERCIAL TRUCK TRAINING COURSE

A new, free Nevada Department of Transportation (NDOT) construction truck driver training program graduated its first students on January 19, 2007, at Horizon Commercial Truck School, 12123 Canyon River Court, Sparks, Nevada. The nine graduates received their commercial drivers licenses and Truckee Meadows Community College credits.

Aimed at integrating minorities and women into Nevada’s vital construction industry, Horizon Commercial Truck School will continue to offer the free courses. Horizon focuses the seven week long course on construction truck driving and safety skills, from water and dump truck driving to snow plows and safety checks. “Every one of the graduates excelled - they are truly a cut above,” Horizon Commercial Truck School Assistant Director Jeff Ritts explained.

The free courses are held at Horizon, with approximately ten spots available for each seven week class. Limited registration is available through Nevada JobConnect, Job Opportunities in Nevada (JOIN, Inc.), Career Enhancement Training and the Nevada Department of Employment, Training and Rehabilitation Bureau of Vocational Rehabilitation. Further information is available at (800) 377-3503 or (775) 342-0238.

NDOT secured a \$200,000 on-the-job services/ supportive services fund grant from Federal Highway Administration to provide the courses free of charge, and help fill a need for qualified construction truck drivers. The course is part of the NDOT, Contract Compliance Division’s highway and



GIBBONS NAMES NEW NDOT DIRECTOR

Governor Jim Gibbons has named NDOT Deputy Director Susan Martinovich to be the new Director of Nevada Department of Transportation. She will fill the post held by departing Director Jeff Fontaine, who will assume the position of Executive Director of the Nevada Association of Counties. Directors of NDOT are first nominated by the Governor and then ratified by the Nevada Transportation Board. The Board unanimously ratified Martinovich at their January 9th meeting.

Martinovich has worked for NDOT since 1983, serving in positions including Manager of the Structural and Roadway Design Division; Assistant Director for Engineering; and NDOT Deputy Director. She is a Carson City native, and a University of Nevada, Reno graduate. Martinovich hopes to decentralize certain regional decisions for Southern Nevada NDOT, so the office can act more independently under Deputy Director Rudy Malfabon. She also has gone on record as

construction training program, aimed at increasing the participation of minorities, women and others in Nevada's trained highway construction workforce. "At NDOT, we're dedicated to inviting qualified, safety-minded road construction workers to join Nevada's construction and road trades," Contract Compliance Manager Roc Stacey explained.



First NDOT Truck Training Graduation



HOOVER DAM BYPASS PROJECT

The Hoover Dam bypass project experienced two setbacks in 2006. Luckily, both of these problems seem to have been satisfactorily resolved by year's end. The first set back came in May 2006, when the Clark County Commission voted 4 to 3 to deny a work permit for the Casino Ready Mix batch plant near the Eldorado Valley. Normally this would have been a minor technicality, however this particular batch plant supplied the concrete mix needs of the bypass project. In fact, the plant was and is the only approved source of concrete mix for the project, due to the exacting specifications set by the Federal Highway Administration.

At one point, it was thought that Casino Ready Mix would litigate to force a revote by the Clark County Commission. Instead, lawyers for Casino Ready Mix argued the

commission had no right to deny the batch plant permit, since the Clark County Planning Board had approved the original project. After the planning board's permit approval, a protest would have had to be filed within five days to send the permit to the commission for review. District Judge Michelle Leavitt restored the permit approval by ruling the commission did not have the right to vote on the batch plant permit request, because no written protest was ever filed.

The second setback for the Hoover Dam bypass project came in mid September 2006, when two pairs of large tower cranes collapsed about a quarter mile south of the dam in Black Canyon. The September 16th windstorm which toppled the cranes also knocked down 2,300 foot strands of steel cable. By October 12th, engineers had resumed some work on the bypass bridge. However to perform the construction site cleanup, and without the use of the high line crane system, the project completion date will likely extend out another six months.

The high line cranes had been used to move up to 50 tons of material and workers across the Colorado River. After setting the concrete support columns for the bridge approach, planners will extend the bridge deck over the river. To complete these functions, engineers will need to devise some type of replacement crane system. The contracting partnership for the \$234 million project is Obayashi/ Mitsubishi PSM. The Hoover Dam bypass bridge will eventually consist of a 1,905 foot span, 890 feet above the Colorado River.

Accounting for the crane collapse delay, the new project completion date is estimated to be summer of 2009. Once complete, the bypass bridge will allow drivers to travel U.S. 93 between Arizona and Nevada without crossing Hoover Dam. The bypass project will facilitate easier access to planned housing communities in northwestern

Arizona. With a few local exceptions, truckers have been banned from crossing Hoover Dam since the 9/11 terrorist attacks. For the trucking industry, the new bridge will shave 23 miles off the detour truckers must make through Laughlin, Nevada.

Currently, truckers exit I-40 at Kingman, Arizona; use State Route (SR) 68 into Bullhead City, AZ; Highway 163 out of Laughlin; and U.S. 95 back up into Las Vegas. Besides being a longer route, SR 68 drops more than 3,000 feet over a 15 mile stretch, and about 17 miles of U.S. 95 has grades of between three and six percent. It would be supreme understatement to say this is **not** an ideal route for truckers. When you add extra fuel costs into the equation, the detour is estimated to cost the trucking industry as much as \$30 million dollars a year. That's \$30 million dollars a year, for the over five years since 9/11. The bottom line is, the trucking industry needs the Hoover Dam bypass bridge, and the sooner the better!



DRIVER SHORTAGE STRATEGIES

Summer of 2006 brought a concerted effort by American Trucking Associations (ATA) to address the growing driver shortage. ATA rolled out a unified advertising campaign to attract potential drivers to the trucking industry. The campaign featured billboards, radio spots and newspaper ads, linking interested parties to the website www.truckjobs.com.

Research and focus groups discovered that although equitable pay was an important issue, an even more compelling issue was the open road itself. Drivers and potential drivers often expressed a preference for being outdoors and seeing the country, versus working inside an office or factory. So freedom of movement is apparently an issue.

ATA also attempted to analyze what groups of people were likely to be attracted to the trucking lifestyle. The analysis yielded several likely groups of potential drivers; veterans, those looking to change careers, those searching for second careers, people getting back into the workforce, and the growing Hispanic population.

As far as veterans leaving the military, they are a motivated and skilled group of people. Facilitating driver training programs and financial incentives for veterans fulfills an obligation to our returning service people, helps motor carriers and is good for the economy. Recruiting second career baby boomers can produce a crop of workers who have already learned job discipline and developed a good work ethic.

In 2006, the Department of Labor estimated there were about 1.4 million U.S. truckers, which was 20,000 truckers short of the actual industry need. By 2014, the industry will need about 1.6 million truckers, and if the projected shortfall continues, trucking may face a 111,000 driver shortage. Compounding the lack of new entrants to the industry is the demographic of an aging existing driver base, leading to losses through retirement.



NMTA New Members

- Legacy Construction Development
- Precision Aggregate Products, LLC
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- Discount Dumpsters
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NMTA SAFETY TRAININGS

To view our Safety Trainings for the year log on to our website; www.nmta.com. Under Useful Information click on the link: **NMTA Industry Training Schedules**



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