



**NMTA 511**

October 2006\* David L. Ipson, President \* Paul J. Enos, CEO  
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**THE NMTA ANNUAL GENERAL MEETING  
\*Mark Your Calendars Now\***

It's not too early to make plans to attend the Nevada Motor Transport Association Annual General Meeting, December 13, 2006, 0800 AM, at John Ascuaga's Nugget in Sparks. NMTA plans to have speakers from Nevada Highway Patrol, Federal Motor Carrier Safety Administration and Nevada Department of Motor Vehicles. These speakers will present critical commercial vehicle information you need to know to be a motor carrier in and through the State of Nevada.

After the great success of our panel discussion at last year's meeting, this year NMTA will be hosting another panel discussion on future Nevada highway funding. How can Nevada cope with a potential \$3.8 billion funding short fall by the year 2015? Put on your "thinking caps", and come be part of the discussion.



**TAX AND SPENDING CONTROL MEASURE  
(TASC)**

The Nevada TASC initiative will not appear on the November ballot, due to a September 8, 2006 decision by the Nevada Supreme Court. The decision was based on the original TASC filing with the secretary of state's office not exactly matching the TASC verbiage in the copies circulated by signature gatherers. Though a lower court opinion by Judge Bill Maddox had affirmed the identified differences did not alter the intent of the petition, the Supreme

**Managing Editor, Amy Levine, Special Programs  
Manager Nevada Motor Transport Association, Inc.**

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Court chose to strictly interpret the documentation requirements.

The TASC initiative petition had easily garnered more than enough signatures to be placed on the November ballot, and many TASC supporters feel the Nevada Supreme Court has subverted the will of the people. TASC supporters have vowed to bring a similar measure to the people again in 2008.

There was some positive news which came out of the Supreme Court. The Court reversed its controversial 2003 opinion, which had overruled the Nevada law requiring a two thirds vote of the legislature to raise taxes. The Court had originally ruled that funding education trumped even the requirement for a two thirds vote. Chapman University Law Professor John Eastman represented Nevada Republican legislators who had

challenged the 2003 opinion. Professor Eastman stated he was delighted the Court had corrected its erroneous decision, and said, “They (the Court) were obviously looking for a way to extract themselves from an overly political decision”.



**PEOPLE’S INITIATIVE TO STOP THE TAKING OF OUR LAND (PISTOL)**

The Nevada PISTOL initiative will appear on the November ballot, with the removal of several provisions. A September 8, 2006 decision by the Nevada Supreme Court struck out a provision which would have allowed property owners to sue for any government action that substantially affected their property value. The court also removed the provision which would have preempted judges in eminent domain cases.

However, the main thrust of PISTOL, to protect property owners from government taking their land for use in private developments, will remain on the ballot. Don Chairez, Republican candidate for Nevada Attorney General, has been spearheading this ballot measure.



**MINIMUM WAGE BALLOT MEASURE**

Question 6 on the November ballot will ask Nevadans to approve raising the State minimum wage from \$5.15 to \$6.15 an hour. Voters approved this measure in 2004, and if approved again this year, it would become an amendment to the Nevada Constitution. Supporters of the initiative would say that minimum wage workers can barely survive on \$5.15 an hour, but voters should not be taken in by these alleged hard luck stories.

In reality, a very small percentage of workers actually earn the minimum wage, and the minimum wage was never intended to be a subsistence wage in the first place. The minimum wage was intended to be a training wage for entry level, part time and seasonal jobs. Those earning minimum wage get experience and training on the job, thereby making themselves more valuable and qualified, in order to secure higher wage

positions. New entry level workers move into the vacated minimum wage jobs, and the cycle repeats itself.

Nevadans need to understand Question 6 does much more than raise the minimum wage from \$5.15 to \$6.15. Question 6 would link Nevada’s minimum wage to one dollar above the federal minimum wage. So, Nevada would no longer be in charge of controlling its own minimum wage. In addition, Question 6 would force Nevada’s minimum wage to rise 3% a year, or rise by the rate of the national consumer price index (CPI), whichever is greater. Again, Nevadans would be held hostage by minimum wage increases from which there would be no escape!

Mandated increases in the minimum wage skew the entire pay scale by forcing employers to raise the wages of every tier of worker above the minimum. It also forces employers with narrow profit margins to let go, or simply not to hire additional minimum wage employees. Employers must make hard economic decisions, and one such decision is whether an employee brings more economic benefit than cost to their business. Making minimum wage employees too pricey to hire will mean a loss in the number of minimum wage jobs, and a loss in opportunities for entry level workers.



**BRINGING FUEL TO CLARK COUNTY**

For the last year, a special fuel commission has been meeting to brainstorm new methods of transporting fuel into the Las Vegas Valley, and increasing the fuel supply into Clark County as a whole. Two Kinder Morgan operated pipelines bring the majority of the Las Vegas Valley’s gas, diesel and jet fuel from Southern California. However, pipeline capacity is finite in nature, while the Valley’s fuel needs continue to grow.

Pan Western Corp. of North Las Vegas is expanding the use of the rail tanker car method for transporting diesel fuel. Pan Western is in the process of enlarging its 23 acre rail yard by adding 34 more acres of leased property. The existing 12,000 feet of rail will grow into a 30,000 foot loop of track. The longer rail loop will allow 60-80 car unit trains to fully clear off the main Union Pacific line while unloading.

Pan Western is also building a new fuel depot, where

the rail tanker cars can be unloaded more efficiently into tanker trucks for distribution. Long haul rail transport of diesel, biodiesel and ethanol fuels from Gulf Coast refineries, and other locations, will lessen Clark County's total reliance on Southern California fuels.



**NEW ADMINISTRATOR FOR FMCSA**

With U.S. Senate confirmation, John H. Hill has succeeded previous Administrator Annette Sandberg as the new head of Federal Motor Carrier Safety Administration (FMCSA). Mr. Hill had served as FMCSA's chief safety officer since 2003, and was acting administrator at the time of his nomination. Mr. Hill was a member of the Indiana State Police from 1974 to 2003, rising to the rank of major. During his police career, he commanded the field enforcement and logistics divisions, as well as the commercial vehicle enforcement division.



**NATIONAL TRUCK DRIVING CHAMPION**

Dale Duncan, a driver for Con-way Freight, Chula Vista, CA earned the title of 2006 Grand Champion at the National Truck Driving Competition, held in New Orleans, LA. Duncan has more than 1.1 million miles of accident free driving and 23 years in the industry. Duncan competed alongside 378 other state champions, and in addition to the Grand Champion honor, he also secured the national title in the tank truck class at the competition.



**NORTH AMERICAN INSPECTOR CHAMPION**

Richard Roberts, from British Columbia Commercial Vehicle Safety and Enforcement, won the Grand Champion Award in the 2006 North American Inspectors Competition, held in New Orleans, LA. Roberts won the first place honors in three of the six timed segments of the competition including: NAS

Level 5 Bus Inspection; NAS Hazardous Materials Inspection and Cargo Tank Inspection. Roberts competed in a field of 53 inspectors from the United States, Canada and Mexico



**UPCOMING LOAD SECUREMENT TRAINING**

PGM Safety Services and Pro Group Management will be offering a DOT Load Securement Class, as well as a DOT Hazmat Shipping Class. These blocks of instruction will be held from 0800 to Noon, on the following dates:

**November 8, 2006**

Carson City, Eagles Lodge 1380 E. 5th Street

**November 9, 2006**

Reno, Grace Community Church 1220 Robb Drive

**November 15, 2006**

Las Vegas, Nevada Beverage 3940 Tropicana Ave.



**ONLINE TRAINING SERVICE**

The North American Transportation Association (NTA) offers various online training courses which are certified by U.S. Department of Transportation and the Occupational Health and Safety Administration (OSHA). For motor carriers who are unable to attend a conventional training seminar, these self paced courses are accessible through the NTA's internet site. For more information, go to [www.ntassoc.com](http://www.ntassoc.com).



**INFORMATION SERVICE FOR ROAD CONDITIONS**

A commercial venture called Highway Mama provides updated information to truckers about highway conditions and ongoing road construction projects. The system is operated by AXM Ltd. Co. Motor carriers and drivers can register, and set up a prepaid account to access the service. The service consists of a 25 cents per minute phone number through which users can call to check for possible problems and delays along their routes. For more information, go to [www.HighwayMama.com](http://www.HighwayMama.com).



**NEW NMTA MEMBERS  
SEPTEMBER 2006**

- **Snyder Transport**
- **SJC, Ltd.**
- **Capital West Development, LLC**

**LOW EMISSION HYDRAULIC HYBRID**

A joint effort between the Environmental Protection Agency (EPA), the Army National Automotive Center, International Truck and Engine Corp., Eaton Corp., and UPS has produced a low emission hydraulic hybrid. The hydraulic hybrid is being fielded by UPS as a package delivery truck in Detroit. The hybrid vehicle combines a diesel engine with a hydraulic propulsion system. The vehicle stores energy through a system of hydraulic pumps and storage tanks, versus the traditional drivetrain and transmission system.

Besides package delivery, this type of vehicle would also lend itself to other “stop and go” operations such as shuttle buses, public transit, school buses and garbage trucks. The major advantages of the hybrid are fuel efficiency and reduced gas emissions. This type of medium or heavy duty vehicle would also qualify for a tax credit as specified in the Energy Policy Act of 2005. Eaton Corp. has been working on a parallel hydraulic hybrid system which it plans to sell on the commercial market in 2007.





# IMPORTANT NOTICE TO: SELF INSURED GROUP MEMBER



**PGM SAFETY SERVICES, LLC  
IN CONJUNCTION WITH  
NEVADA MOTOR TRANSPORT ASSOCIATION  
*November 2006 SAFETY SEMINAR***

## **D.O.T. LOAD SECUREMENT REGULATIONS & D.O.T. HAZMAT SHIPPING, TRANSPORTING & RECEIVING**

**This training is offered to ALL EMPLOYERS who are current members of the  
Auto, Builders, Retail and Transportation Self Insured Groups.**

**D.O.T. Load Securement Requirements:** The Department of Transportation has revised some of the Load Securement rules and regulations. Please attend to learn how this may affect your company.

**HAZMAT Shipping, Transporting and Receiving:** All employees who package materials for shipment and/or complete shipping papers, transport listed items, receive and/or unpackage these items are required to be trained. This also affects Homeland Security issues. You need to attend to get all the facts.

In the event that inspection of your hazardous materials operations discloses violations of the hazardous materials regulations, you may be subject to civil and/or criminal penalties. Please attend this training seminar to learn some of the rules and regulations.

### **Locations and Times:**

<b>*New Carson City Location</b>	<b>Reno</b>	<b>Las Vegas</b>
<b>Carson City: November 8, 2006 8am – Noon</b>	<b>Reno: November 9, 2006 8am – Noon</b>	<b>Las Vegas: November 15, 2006 8am - Noon</b>
<b>*Pro Group Management 575 S. Saliman Rd. Carson City, NV 89701</b>	<b>Pro Group Management 575 S. Saliman road carson City, NV 89701</b>	<b>Nevada Beverage 3940 W. Tropicana, Las Vegas, NV (Tropicana &amp; Valley View)</b>

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Name(s): \_\_\_\_\_

Company \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

Zip Code \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email \_\_\_\_\_

**Please Fax registration to 775-673-1700 or e-mail to: [admin@nmta.com](mailto:admin@nmta.com)  
Or call Nevada Motor Transport Association @ 1-775-673-6111**