

MINUTES

WAYS AND MEANS COMMITTEE

NEVADA STATE LEGISLATURE - 59th SESSION

March 14, 1977

The meeting was called to order by Chairman Mello at 8:00 a.m.

PRESENT: Chairman Mello, Mr. Bremner, Mrs. Brookman, Mr. Glover, Mr. Hickey, Mr. Kosinski, Mr. Rhoads, Mr. Serpa and Mr. Vergiels.

EXCUSED: Mr. Bode Howard, due to illness.

OTHERS PRESENT: John Dolan, Assembly Fiscal Analyst; Judy Matteucci, Budget Division; John Borda, Director of Traffic Safety; Wayne Tetrault, Traffic Safety; David Lawson, Traffic Safety; Howard Hill, Director, Department of Motor Vehicles; Leonard Winkelman, DMV; William Fletcher, DMV; Bill Fitzpatrick, DMV; Wink Richards, Motor Carrier Division; John Ciaradella, DMV Registration; Hale Bennett, Motor Vehicles and Colonel Jim Lambert, Highway Patrol.

OFFICE OF TRAFFIC SAFETY. Mr. Borda stated that this office is primarily a federally funded agency. The state proportion of the entire budget is 10% of their planning and administration. One exception occurred in 1973 when the Legislature appropriated \$75,000 to be spent through the agency to aid the state's emergency medical services. With that money, the office obtained \$66,000 in matching local funds and an added \$47,000 of federal funds to provide for: 11 ambulances, \$21,000 for ambulance equipment and \$21,000 to teach hundreds of persons statewide emergency medical techniques.

Chairman Mello stated that if it hadn't been for Ways and Means, the Office of Traffic Safety wouldn't have received the \$75,000 appropriation.

Mr. Borda stated that unlike some federal programs, that have commenced by appropriating large sums of federal monies and then decrease their participation, the program has continually produced more federal funds while requesting a very small increase from the state. In ten years the office has received \$100,000 in state monies, excluding the \$75,000 grant and the office has brought in approximately \$4,000,000 in federal monies.

Five years ago, the office received \$300,000 annually from the federal government. That figure has increased to the point where the Office of Traffic Safety currently receives \$650,000. The extra monies were received in the following manners: (1) The Office of Traffic Safety was successful in getting Congress to raise the minimum funding level for less populous states, of which Nevada was one; (2) Obtaining monies not used by other entities; and (3) Getting Congress to increase their overall appropriation and receiving almost a half million dollars in incentive grants for their mileage rate/death reduction.

In the last five years, the Office of Traffic Safety has succeeded in reducing injury and death on the highways.

The chart Mr. Borda passed out shows comparison of the last five years. The total accidents in the state are up from 1971 to 1976, 16%. Fatal accidents are down 17%. While vehicle miles in the state have increased 30%, vehicles registered 35% and licensed drivers 25%, the mileage death rate has decreased.

In 1971, 7.24 persons were killed for every 100 million miles traveled. That figure has been reduced in 1976 to 4.75, a 36% reduction.

The Office of Traffic Safety plans to continue the programs they currently have with emphasis on three areas in the next two years: promotion in the use of safety belts, implementation of drinking driver educational programs and to make every effort to have kindergarten through twelfth grade traffic education in Nevada schools.

Chairman Mello stated that in other words Nevada's highways are safe because of the Office of Traffic Safety. Mr. Borda replied that some of the programs they have implemented and some of the cooperation they have had going throughout the state has helped. Mr. Borda stated that they have had better local participation than they have ever had. There are programs going in the past two years that they have never had before.

Chairman Mello asked if the safety on the highways in Nevada are better now since the 55 mile an hour speed limit went in. Mr. Borda replied yes. In 1973, 51% of all fatal accidents occurred at speeds over 55 miles per hour. In 1976, that is down to 39%. That directly relates to a saving of those fees of fatal accidents of between 45 to 50 per year. Mr. Borda strongly believes that there have been approximately 150 lives saved directly due to the speed limit.

Mr. Hickey asked what MDR was. Mr. Borda replied mileage death rate.

Mr. Hickey asked if there is a relationship on the cancellation of insurance and the 55 mile an hour speed limit. Mr. Borda replied that Senator Dodge presented a bill (S.B. 311) and some consumers are upset that because of traffic citations they are having to pay more for insurance.

Mr. Hickey asked Mr. Borda if his office has any connection with the insurance industry in the point system. Mr. Borda replied no. The insurance companies always tell Mr. Borda that the main answer to why the insurance rates are so high is the repair of the vehicles and there are more lawsuits or judgments.

Chairman Mello stated that Mr. Borda had said the state has a better safety record since the speed limit has been lowered to 55 and asked what if the speed limit had been lowered to 65. Are there any statistics to show that it probably would have been the same? Mr. Borda replied he thought it is no coincidence that the 85th percentile speed in 1973 was 79 miles per hour. That means 85% of all cars in the state traveled 79 miles per hour. That speed is currently 64 miles per hour.

Chairman Mello stated that what Mr. Borda was saying is if the speed limit was 65 and people drove at 65 you would have the same safety record as you have now? Mr. Borda replied no, the 19% decrease is exactly the same as the 19% decrease they had in fatal accidents. There is no doubt in Mr. Borda's mind that once the 85th percentile increases 1%, you find the number of fatal accidents increasing almost automatically the same.

Mr. Borda has no objection to Mr. Dini's bill proposing a resolution to raise the speed limit to 65 in rural areas. He feels in rural areas it could be all right. The greatest example Mr. Borda can give as a speed limit is the 12 mile I-80 stretch into Reno. Mr. Borda wanted to get 70 miles per hour put on that in 1974. They were losing nine persons a year on that stretch. Since the 55 mile per hour is on that stretch they have only lost a total of four people in three years.

Chairman Mello commented that most of the people are probably driving 65 anyway. Mr. Borda agreed. He stated the average speed is 58 and

probably on that particular stretch people are going between 60 and 65. Mr. Borda stated he thought 65 could work in the state in rural areas and on some highways, but you have to realize that they are all going to go higher. If they went to 65 miles per hour, the 85th percentile, instead of being 64 would probably be close to 70.

Chairman Mello stated possibly the Highway Patrol and police officers would be a little more strict in giving citations at 65, and stated he didn't think too many officers are giving citations at 55 but probably at over 60. Mr. Borda agreed. Mr. Borda stated that when the bill first came out, Jim Lambert and most people Mr. Borda talked to would prefer 60 to 65 miles per hour.

Mrs. Brookman asked if the state would be losing federal funds if Nevada puts the speed limit up. Mr. Borda replied yes, if Nevada put the speed limit up, federal funds would be lost. Mr. Borda stated that in rural areas at this point no federal monies would be lost if the speed limit was put up. There are five states that have weakened the law. Mr. Borda stated that those five states have never been sanctioned; they have only received mild threatening letters. The reduction in three years of those five states combined is one-half of 1%. The rest of the nation is now 17% fatalities, including Nevada. In Nevada they don't have the enforcement. Nevada's enforcement of 55 has been almost voluntary compliance and a good effort by the patrol. With the weakening of the law, you would certainly see fatalities rise.

Chairman Mello asked what Mr. Borda meant by 65 through a rural area. The City of Yerington is considered a rural area. Mr. Borda replied that is the problem with a bill like that. It would be difficult to designate which areas would be rural. Mr. Tetrault stated that the five states have relaxed the penalties for violations of the 55 mile per hour speed limit. They have not changed the maximum speed limit which is 55 by federal law. If Nevada changes that 55 in any way, the federal government will automatically no longer approve the state highway construction projects. Mr. Bastian testified last week in the Transportation Committee that the state would lose \$11 million this year and \$43 million next year and somewhere in the neighborhood of \$48 million to \$49 million in the third year.

Chairman Mello stated he thought that Nevada was being criticized by the federal government because Nevada was not writing enough citations. Mr. Tetrault replied the federal government has written the state a letter on occasion wanting to know why, but Nevada's citations have almost doubled since prior to the speed limit going into effect.

Mr. Tetrault stated that the citations when the 55 mile per hour speed limit went in the first year were 35,000. That is from practically nothing. Last year there were 55,000 citations and there will probably be 60,000 citations issued this year.

Chairman Mello stated that this state did have a speed limit as far as the construction of the highway. Each highway had a design for x number of miles an hour and if you exceeded that, the Highway Patrol or an officer of the law could give you a citation.

Mr. Kosinski asked Mr. Borda what precedent he had for the information that a cutoff in highway federal funding would be automatic. Mr. Borda replied that if you dropped the speed limit per say, there would be no doubt in Mr. Borda's mind that it would be automatic. As to the weakening of the law, Mr. Borda stated that at this point the federal government couldn't touch it, but Mr. Bastian, Mr. Borda and Mr. Gwynn have a serious fear that the new administration is going to come down very hard on any weakening of the law.

Mr. Borda stated there have been sanctions on all of Nevada's standards two or three years ago. They have been relieved. There were only two states in the nation that have been sanctioned; one was for six months and one was relieved.

Mr. Borda stated that regarding sanctions, Nevada had implemented a certain standard area and if not, you would lose a portion of your highway funds under the Helmet Law. The sanction was 10%.

On the two states that were sanctioned, Mr. Borda stated that the issues were a .15 instead of .10 in Maryland in the BAC level. They had to lower it to .10 which they did.

Mr. Tetrault stated under the Federal Highway Safety Act, there is a sanctioning process in which you go through a series of public hearings until the federal government makes their decision to sanction or not to sanction. Under the federal law, the way the federal statute is written is that the federal government can withhold approval. They don't have to go through a long drawn out series of hearings. They can just automatically no longer approve construction projects. That is the way the federal law is written. All the states have 55 mile an hour speed limits.

Mr. Bremner stated that the Ranger Kit Program after the 1976-77 year, there is no further appropriation and asked if these are programs that are terminated or placed in some other budget. Mr. Borda replied in the annual work program, every one of the programs, with the exception of one or two, are one shot programs and will be in the annual work program.

Mr. Borda's position is recommended for a 10.5% increase.

Mr. Rhoads asked for an explanation of the large amount of money in out-of-state travel. Mr. Borda replied that he doesn't travel out-of-state any more than he has to. His office is required by the federal government to attend certain meetings. Chairman Mello asked for a list of the meetings Mr. Borda will have to attend (Please see attachment).

Mrs. Brookman asked if the Dues and Registrations backed up the conferences. Mr. Borda replied no. He stated their National Conference of Government Highway Safety representatives, there is \$840.00 paid annually into that. That is also for other seminars and training sessions and education of staff.

Mr. Kosinski asked if Mr. Borda had any continuing relationship with the emergency medical services. Mr. Borda replied that initially their program was a seed program. They got in EMS very strongly. Then the EMS was placed into the Health Division and the primary function went over to them. Mr. Borda stated his office still provides whatever they can, but they have gotten out of the program with the strength they were in the program initially.

Mr. Borda stated that EMS is continuing to train more every day. The community colleges coordinate the effort.

TRAFFIC SAFETY FEDERAL GRANTS. Mr. Borda stated this account is a receiving account for the federal funds awarded by the Office of Traffic Safety. The funds are used to reimburse grantees for traffic safety related project expenses. Also included in this account are the administration monies which support the Office of Traffic Safety. These grants are for aid to cities, aid to counties and aid to state agencies.

Chairman Mello stated wouldn't the state be just as well off to work with a safety program with the monies in the budget and give some type of a rebate somewhere in government to people for being safe drivers. He suggested that people be given a dollar off on their driver's license or some other incentive. Mr. Borda replied some insurance companies do that for safe drivers, but Mr. Borda doesn't know how it could be handled. Chairman Mello stated he hasn't had any accidents for years and his rates keep going up. Mr. Borda replied that he hasn't had a citation in ten years and his insurance bill is 30% up. Chairman Mello commented then that what Mr. Borda said was not true. Mr. Borda replied, I guess not. He doesn't know how the state could reward the people.

Chairman Mello stated that we have a lot of money here and as the death rate declines and you see more federal funds, why doesn't the state do something to be able to encourage the people through some monetary value with their own tax dollars. Mr. Tetrault stated that this program operated under Federal Highway Safety Standards plus the federal statute sets limits on the program. Nevada would be precluded by federal statute to fund a non-governmental agency.

Chairman Mello said he realized that, but why doesn't the Office of Traffic Safety try to do something about it. It was Chairman Mello's suggestion that they contact some Congressional representatives and put a bug in their ear.

Chairman Mello stated that the office was looking for people to be safe drivers and thinks that if they would receive some monetary value from the state or the federal government for being a safe driver, it would probably be more beneficial than all the programs that could be initiated. Mr. Tetrault replied he couldn't argue the point.

Mr. Borda stated that if the federal government would allow the state to reward safe drivers, he would not object at all to such a program.

Chairman Mello stated that the only thing the Office of Traffic Safety is thinking about is getting the death rate down so they can get more federal funds.

Chairman Mello stated that if you would give Nevadans something for trying to stay within the 55 mile an hour speed limit and actually trying to save lives maybe the program would be more successful. Mr. Borda replied that they are going into a program of safety belt usage. In Nevada 70% of the fatal accidents are single car rollovers. If 70% of Nevadans wore safety belts, almost 100 lives per year would be saved. They are looking into this program now and thinking of awarding somehow those involved in accidents that had their safety belts on.

Mrs. Brookman asked about basic safety belts in school buses. Mr. Borda replied that the Office of Traffic Safety does want safety belts in the buses. Traffic Safety has done everything possible to get the people to build school buses so safety belts would be effective instead of a detriment. There are so many buses on the road that if you put safety belts in them, it would be more of a detriment than a safety factor. Mr. Borda added that a great deal of money has been provided in the past training school bus drivers. Nevada has not had, in its history, a school bus fatality.

DEPARTMENT OF MOTOR VEHICLES-DIRECTOR'S OFFICE. Howard Hill stated that the department is composed of six divisions, including the Director's Office.

The only new position in the budget reflects in the operating as they have asked for an additional Deputy Attorney General.

There is a Public Information Officer II which is deleted. Mr. Hill didn't know why the position was deleted and stated that Budget Division was the one that deleted the position. Ms. Matteucci stated that based on the justification of the position Budget Division received from the department, Budget Division did not feel that a full Public Information Officer was warranted.

The Senior Account Clerk is transferred from Page 727.

The Administrative Secretary I is transferred from Page 736.

Legal and Court Expenses. This provides for the new position of Deputy Attorney General, who will work out of the Las Vegas office.

There is currently one Deputy Attorney General in Las Vegas.

Contractual Services. Mr. Hill stated this will be for the memory typewriter they will be getting.

Printing. The first year of the biennium the printing is always higher than it is the second year because of the fact that DMV prints up the Vehicle Code Book in the first year.

Mr. Kosinski asked if the Deputy Director and the Administrative Assistant were performing similar services. Mr. Hill said no, the Administrative Assistant is the position that deals with the special programs, auditing, coordination and things of this nature. The Deputy Director does things that Mr. Hill doesn't have time to do in the general operation of the entire department.

Mr. Glover asked in how many states around the country is the Deputy Director unclassified. Mr. Hill stated that probably in most cases the Deputy Director is unclassified. Mr. Glover stated the reason for his question is because he was talking to some people from back east involved in the Department of Motor Vehicles and it appeared since the Director was the appointee of the Governor, they would leave their Deputy Director more or less a permanent position and even though the boss was gone there was somebody left to supervise the whole operation.

Mr. Rhoads asked why DMV is requesting so much money for out-of-state travel. Mr. Hill replied that they are a member of the American Association of Motor Vehicle Administrators and there is an annual meeting and a regional meeting each year. There are also various workshops. These meetings are meetings where all the states get a chance to get together and discuss similar problems.

Chairman Mello asked why the two positions are being transferred from other areas of the budget to the Director's budget. Mr. Hill replied that the positions being transferred are positions they have had for the past three or four years because of the workload. One of the problems, as far as the workload standpoint, is in the field of personnel. When Mr. Hill's department hired a Personnel Officer and a Personnel Assistant back in 1969. At that time the agency had approximately 325 employees. Since that time, the Personnel Office has not had the increase in personnel and they now have over 500 employees. There is a lot more work to do in personnel. This is one of the reasons that during the past several years they have had to transfer help over. Up to 1973 their department did not have a Hearing Officer, which they now have. They also have a secretary that handles the work for the Hearing Officer. It is impossible for the secretary to handle all the work that has to be done.

There are no vacant positions.

Communications Expense. Mr. Hill stated that all their costs for telephone service is located on Page 728 in the Administrative Services budget.

There are currently 516 on board, including the people on federally funded programs and six people who are on the photo driver's license program, whose salary comes out of the money that is collected from the photo driver's licenses.

Mr. Kosinski asked for a list of the functions of the Deputy Director and the Administrative Assistant.

ADMINISTRATIVE SERVICES - DMV. Mr. Winkelman stated that there are no new positions recommended in this budget. There are no vacant existing positions.

State Owned Building Rent. Mr. Winkelman stated in the past they have always included this line item in Buildings and Grounds maintenance. This is new this Session because they have had several contacts with Buildings and Grounds and they are going to take over full and complete maintenance of all the state owned buildings. This now has become state owned building rent. This is the payment to buildings and grounds for maintenance, all utilities are included in this and this is for Carson City, Reno and two Las Vegas offices.

Mr. Winkelman stated that the utilities they would pay would be like in the North Las Vegas office which is leased by the Department and also in the Fallon, Tonopah, Ely and Winnemucca offices where there is office space.

Improvement Structure. Mr. Winkelman explained that several of the divisions have made a request for small amounts of money in building improvements. It was all lumped together and put into the administrative services budget.

DRIVERS LICENSE - DMV. There is a Capital Improvement Project, 77-18, Page 785, in the amount of \$30,000.

Mr. Hill stated that office that they have downstairs in the Carson City office is quite small. The people that are taking the written test are only within a few feet of the counter. Carson City has grown over the past eight or nine years. The building they are in now was built in 1967 and there isn't much room downstairs as it is. When they got into the photo driver's license program that even hurt them more because they have a big camera downstairs and many times people have to stand outside of the building because there is no room inside. The request they had from the Public Works Department was to enlarge the downstairs area to provide better service to the public. Chairman Mello asked if the cameras belonged to the state or are they leased. Mr. Hill replied that they are leased.

Mr. Fitzpatrick stated Driver's License division is requesting eight new personnel for Fiscal Year 1977-78 and five for 1978-79. The reason for this is their peak renewal period will be during the 1977-78 year. They are losing senior citizens, most of whom have departed. Likewise some CETA personnel have been lost.

Chairman Mello stated it looked like to him under existing positions they are having five transferred from photo driver's license. Mr. Hill stated that one of the problems they had when the photo license program went into effect in the Elko, Ely, Winnemucca offices was that they only had two examiners. When the photo license program went into effect that added another dimension to the procedure. Someone had to operate the camera, take the picture and put the plastic on the license. So three of those six positions on the photo license is a girl in Winnemucca, a girl in Ely and a girl in Elko. The other three are spread among Las Vegas, Reno and Carson City.

Chairman Mello asked if Mr. Hill was telling the Committee that someone was needed to come over and push the button the camera. Mr. Hill replied that when you have a steady stream of customers you do. Chairman Mello asked what if you don't have a steady stream of customers, and asked what that person does then. Mr. Hill replied they help out with typing. Beginning in July when they get into their heavy number of people coming in to get a driver's license, the people coming in doubles.

Chairman Mello asked about the process and stated that it didn't take very long. Mr. Hill replied that if you have two people working in the Elko office, and one person has a day off or is sick, the other examiner has to be out giving the driving test and someone has to be in and watch the camera at all times.

Mr. Hill stated that in Las Vegas they need someone on the camera at all times. Sometimes they need two people on the camera because one person has to be taking the pictures and cutting up the picture as it comes out of the camera and someone else has to be putting the license through the plastic.

Chairman Mello asked if they had a person in Reno who performs this function. Mr. Hill replied yes. Mr. Fitzpatrick stated that these people additionally work at a computer terminal printer which is very time consuming. This is by far the greater involved function that these five people perform.

Mr. Kosinski asked if this happens every four years where they need additional people? Mr. Fitzpatrick stated this does occur. Every four years would be the peakload. Mr. Kosinski asked if they were to get statutory authority to say, in one of these four year periods, cycle the fourth year to issue licenses, and anyone in that year would be licensed for five years in an effort to try to even out the workload, and asked if that would help the operation. Mr. Fitzpatrick replied that would help considerably in part. Of course the increased population has to be considered. Mr. Fitzpatrick stated they were taking on, as far as new positions, they are taking on eight. However they are losing 3 so only five are authorized the second year of the biennium.

Mr. Kosinski suggested that DMV draft some legislation to be presented to either Ways and Means Committee or the Committee on Transportation to level out the workload.

Mr. Hill had a question on drafting legislation to change the system. There was a bill passed in 1969 that indicated that a license would be a four year license rather than a five year license. This is what facilitated this problem. Mr. Hill thought they could take a look at this, but it would be his suggestion that there is not anything they can do this Session. If they change this, this changes all their programs on the computer and they are going to have to re-evaluate everybody to a certain extent.

Contractual Services. Mr. Fitzpatrick stated this is the vendor payment to their contractor for the photo licensing.

Clothing Uniform Allowance. Mr. Fitzpatrick stated there are 36 examiners with a \$20.00 per month clothing allowance. Chairman Mello asked if this was sufficient and Mr. Fitzpatrick replied he thought so.

Chairman Mello stated that they had \$10,000 in overtime the first year of the biennium and asked for the reason. Mr. Fitzpatrick stated this is in consideration of the peak workload created by the four year renewal during this particular fiscal year. It was assumed that they will not be experiencing anywhere near the workload in the second year.

Mr. Bremner asked exactly what the Safety Officer does. Mr. Fitzpatrick replied the state's Responsibility Officer supervises five employees and administers the safety responsibility of the Code. When one has an accident, he fills out a form by statute over and above the actual accident report. His job is to correspond with the attorneys, issues suspensions, orders, and reconciles all of the reports that come in and makes determinations. If an agency wants to be a self-insurer, he is the one that does the research and makes the recommendation.

Mr. Hill pointed out that in Printing, this is the first time they have had money in the budget to plan to print a driver's license handbook in Spanish and feels this would be of benefit to people who can't speak English.

Chairman Mello stated that it appeared to him that if people wanted to be U.S. citizens they would learn to speak English.

Mr. Hill stated that there are a lot of Spanish speaking people in Las Vegas. Chairman Mello asked if the book were not printed what would happen. Mr. Hill said nothing, the person would have to get someone to interpret the book.

Chairman Mello stated that the more books given to people who do not speak English just helps them not to learn to speak English. The more books we give them in their own tongue as far as this country is concerned, they probably will be more lax in learning how to speak English.

Mr. Glover asked if Mr. Hill found that most of the people coming in that speak Spanish and read Spanish are illiterate in their own language. Mr. Hill replied no.

Mr. Bremner asked if the Spanish handbook was done in anticipation of federal guidelines. Mr. Hill replied it was done on their own.

Mr. Vergiels stated that this procedure was done in Ohio with the migrants. The reason they did it was because most of them could understand signs and read just general traffic guidelines seen along the road. Mr. Vergiels stated that overall the program is good.

Mr. Rhoads asked how much the program will cost and if these people could be assessed if they feel it is necessary when they get their license. Mr. Hill replied that if people are going to be assessed for handbooks, all of the people should be assessed, not just the Spanish speaking people. The cost of the handbooks is \$3,840.

MOTOR CARRIER DIVISION. Mr. Wink Richards stated that the Motor Carrier Division in the year 1976 collected \$14,827,000. Presently the division has licensed 7,182 interstate and intra-state motor carrier operators.

At the present time one Senior Clerk Typist position is vacant and has been vacant for approximately 2 weeks. The division is in the process of filling that particular position.

Chairman Mello pointed out that the budget shows 2 Senior Clerk Stenos and there is only one the division is going to receive and asked for an explanation. Mr. Richards replied that the position was on loan to the Director's staff and that was one of the positions that was eliminated in the Director's budget. Therefore, that position is not going to be refilled in this present biennium. They are planning on bringing in some new additional positions to balance it out.

Chairman Mello commented on the fact that the division is doing away with one position and they are requesting two additional positions. Mr. Richards replied yes, but they will be put into different areas.

The Administrative Secretary I on Page 736 is transferred to Page 724.

Under new positions, the division is requesting two each year of the biennium and the Governor has recommended two. Mr. Richards stated that one of the positions will be broken up into two clerical positions. One half-time position will be located in Winnemucca and one half-time position will be located in Ely. These positions are Registration Clerks. At the present time they do not have any clerical positions in either of the two areas.

As to the second position requested, all of the Motor Carrier licenses expire on December 31st, on an annual basis. The division's rush period is from October until March and they are requesting this position so they can hire students to help the division get through that crucial licensing program.

HP Communications. Mr. Richards stated this was originally put in the budget under the item of special project and report. It was later on

called HP Communications. This amount of money is for payment to the Nevada Highway Patrol for dispatching services for the Division's carrier department personnel.

Raw Materials. This money is strictly for the motor carrier license plates and validation stickers.

Automobiles. At the present time the division has 31 automobiles. What they are attempting to do is to get onto a three year turnover schedule when they run into 60,000 miles and they are attempting to replace 10 vehicles each year.

Mr. Bremner asked under the communications expense for 1977-78 the division requested \$12,050 and the Governor recommended \$1,825 and asked what the \$12,050 was for. Mr. Richards replied originally when the figure was put in the budget they thought that possibly they were going to have to use that money in the next biennium to convert the radios so they are on the same frequencies and channels to meet the Dispatch and Highway Patrol requirements. This money was originally intended for the mobile radios and electrical sirens. The division found that they were able in the present budget to go ahead and change the radios over and get them on so that they meet the specifications. They had to do it this biennium budget in order to meet the deadline.

Chairman Mello asked if a Motor Carrier could give a citation over excessive speed to anyone other than trucks. Mr. Richards replied yes, the officers have full police powers and are full commissioned officers to enforce traffic, registration and driver's license in addition to the motor carrier.

Mr. Kosinski asked if the out-of-state audits were performed by in-state people or does the division contract out. Mr. Richards replied that the audits are accomplished by their own staff. At the present time there are nine audits in the motor carrier staff and they travel basically the United States and Canada. Auditors are sent out in teams of two. They are out on the road for approximately two weeks and they then come back in and complete the bill work, which takes about three weeks.

Mr. Kosinski asked if there was any statutory requirement as to how often an audit is to be performed. Mr. Richards replied not as far as how often but they can only audit back for a period of 28 months.

REGISTRATION - DMV. Mr. John Ciaradella stated the Registration division's primary function is to register licensed vehicles including cars, trucks, motorcycles, trailers, mobile homes and travel trailers.

There are no vacant existing positions.

New Positions. Mr. Ciaradella stated they are requesting 2 Senior Clerk Typists for the title section in Carson City to keep up with the increased workload. They are also requesting a registration clerk for the Carson City office to assume the personalized license plate program. The additional Senior Clerk Typist in the second year of the biennium will be in the file section in Carson City.

Four additional Registration Clerks are being requested to be assigned to branch offices. Two will be located in Reno and two in Las Vegas.

The second year of the biennium, the additional Registration Clerk will be located in the North Las Vegas office.

The Motor Vehicle Inspector will be located in Las Vegas.

Mr. Ciaradella stated that they do intend by next year to hopefully automate the title section

Vehicle Operation. The figure should read \$11,310 in the first year of the biennium instead of \$1,310. Ms. Matteucci stated this is a misprint because on Budget Division's final copy it comes out \$11,310. It is reflected properly in the total agency expense.

Mr. Bremner stated that the division requested \$86,414 in the print duplicating copy the first year of the biennium and asked the reason for this. Mr. Ciaradella replied at that time they were proposing to use the same type of paper money is made out of. Through budget hearings it developed that if they are going to automate the Title section, they should not use American Bank Note paper at this time. When the new program is operational they then can consider the American Bank Note paper.

Raw Materials. Raw Materials are for the license plates and decals.

Automobiles. The division is requesting two automobiles. One will replace the old vehicle in Elko and one is for the new Motor Vehicle Inspector.

Trucks. The division is replacing a high mileage vehicle in Carson City and will be replacing a car with a truck in the Las Vegas branch office.

Other Furniture and Equipment. This figure is for the new employees and replacement of some old typewriters.

Mr. Glover asked where is the division going to have room to put additional help in Mr. Ciaradella's office. Mr. Ciaradella replied that the two additional title typists will have to go on a night shift.

Mr. Glover asked if Mr. Mello's bill should happen to pass the Senate on replacing lost plates, how that would affect the budget. Mr. Glover asked if the division would make money or lose money. Mr. Ciaradella replied the bill does contain a fee to offset costs.

Mr. Bremner asked if the two new typists are going to speed up the title process. Mr. Ciaradella replied yes. Mr. Bremner said that now the delay is four or five weeks which is quite a long period of time.

Mr. Bremner asked how many title transfer or new titles are issued on a monthly basis. Mr. Ciaradella replied it goes up and down depending upon car sales, but the figure is approximately 16,000 per month.

Chairman Mello commented on A.B. 203 and stated that the fee in there is ample to cover the materials. He said he watched the license plate process and found that 80 some odd personalized license plates can be done in a little over two hours.

Chairman Mello asked Mr. Ciaradella if they were seriously going to lose any money with the passage of A.B. 203. Mr. Ciaradella replied no.

MOTOR VEHICLE POLLUTION CONTROL. Mr. Ciaradella stated the pollution control program at the current time is limited to Clark County. It is conditioned upon transfers to a new registered owner.

They have requested two additional positions which are already aboard and have been approved by the Budget Office.

Mr. Bremner asked what the Auto Emission Investigator did. Mr. Ciaradella replied he investigates the people who are making the inspections. He will investigate complaints the office gets and go outside and make an investigation.

Mr. Hill emphasized that the program is funded by the fees. This is a self-funded program.

Special Project Report. There were two vehicles that were sent to California for extensive testing on the use of the catalytic converter. They had heard a lot of pro and con on the converter.

Enforcement Investigation. The money here was used to buy some certificates which they had never contemplated. It was used as flash money.

Mr. Bremner asked if the division has been able to find anyone, the people that are performing the emission control tests, who have actually been ripping people off and performing services that were not required. Mr. Ciaradella replied, yes, they have placed five stations out of business.

Chairman Mello asked what, if anything, is being done in Reno. Mr. Ciaradella replied nothing. The project is pilot in Clark County.

Mr. Ciaradella replied before the agents can obtain their license, they provide the division with the fees they are going to charge. They approached the Commissioners and want to standardize the fees. At the next Commission meeting this will be brought up again to standardize the fees if at all possible.

Mr. Hickey asked if the division was satisfied under the present system of emission control and if the state can move ahead fairly safely with reasonable assurances that there won't be ripoffs. Mr. Ciaradella replied yes, that the more policing and the more investigators they get out in the field, they will be able to do so.

Mr. Bremner asked how long it will be before this is no longer a pilot project, but a statewide project. Mr. Ciaradella replied he knew of three bills being drafted now to do something about the program. One of the bills calls for annual mandatory inspections to large counties.

Mr. Bremner stated the only reason he asked the question was because he has received complaints from people in Clark County that feel that they are being made guinea pigs for the rest of the state and either want it one way or the other. If Clark County has to comply with this, they want the rest of the state to comply.

AUTOMATION DIVISION. Hale Bennett stated that the purposes of the Automation Division are to provide electronic data processing services for DMV. The major services include vehicle registration processing and file maintenance; driver's license processing; vehicle and driver's license renewal printing and processing; motor carrier vehicle license processing; file maintenance; expiration notices; and demerit point processing; departmental revenue balancing and accounting; Highway Patrol activity and accident reporting; and law enforcement inquiries into departmental files.

There is a decrease of four existing positions: two Key punch Operators, one Computer Programmer and one Computer Systems Analyst.

There is one vacant Key punch Operator position which is in anticipation in July of losing two positions. Mr. Bennett wants to minimize the number of people he has to tell they are fired.

The Computer Systems Analyst and Programmer vacancies after the first of July will hurt the division. Those are professional people and have been utilized for development of new programs and new systems and the next two years the division will be inhibited by losing 20% of their professional staff.

Chairman Mello asked why the Governor is recommending to delete the two professionals. Ms. Matteucci replied that basically it was Budget

Division's understanding when the budget was being presented that Automation Division is changing their computer data processing approach. They are going to a major conversion effort called a distributive processing network. It was projected that this be completed by July of 1977 and Budget anticipated they would not need those positions after that time because the conversion would be completed. Budget Division still feels the same. Mr. Bennett disagreed, stating the conversion will not be completed within the next biennium.

Chairman Mello asked when it would be completed. Mr. Bennett replied in order to answer the question he would have to discuss the distributive processing. He stated distributive processing is a philosophy whereby the actual program processing for all of their transactions, instead of being done by the central computer which is the current process, will be done in mini-computers out in the branch offices. It is a major undertaking to move the capability from the big central system to the distributive boxes. They will make a dirty, rough, quick conversion to get off of the big box partially, in order to save money and that will be done about August 1976, but to effectively use the mini-computers and to get the benefit from the mini-computers out in the branch offices will be a two year project, at minimum. The mini-computers will allow them much faster processing per transaction in the branch offices, but not for an extended period of time. In their initial conversion, just getting off the big box they won't save a thing as far as time is concerned, but their conversion to utilize the mini-computers effectively is a two year program. Then any new projects will add onto the end of that two year time span. Even with a full staff, Mr. Bennett sees implementation of the distributive processing taking well over two years.

Chairman Mello pointed out that the division is saying that after two years they might need to put these people back aboard because of more duties. Mr. Bennett replied that is entirely conceivable. In the interim period of time while they are making the conversion and attempt to effectively use the mini-computers, they really will be inhibited by not having the two people.

Chairman Mello asked Mr. Bennett to put in letter form exactly why he feels that these positions should not be deleted from the budget.

Mr. Bremner asked that with five Programmers, evening losing one, isn't that enough to write programs. Mr. Bennett replied there are 276 programs that are used in the DMV. Mr. Bennett stated the programs could be combined, but if they did that then the overhead in the system itself eat them alive as far as the amount of work they can do in the system as compared to the amount it takes to monitor the programs.

Mr. Bennett stated that program time could be saved, but they would lose equipment time. The essential part of distributive processing is that the program is loaded at all times.

Communications Expense. The division has requested \$63,000 and the Governor recommended \$25,900 for the first year of the biennium and \$27,624 for the second year of the biennium. The major difference was late last fall when it appeared that the probability that the Telpack Communications costs they now enjoy by sharing lines with the federal government at \$.54 a mile could conceivably be abandoned and the state would have to pay \$3.00 per mile for their lines to Las Vegas. If that had occurred they would have needed every bit of the \$63,000. That did not come to pass and prior to the time the budget was reviewed by Budget Division, they were able to come up with a better figure.

Facility Charges. They are currently operating at about \$31,000 per month or \$386,000. They have requested \$660,000. The figure was provided by the computer facility and was predicated on all of their distributive processing instead of being distributive processing being in the computer facility. Subsequent to their submitting this budget, they were able to get a response to their proposal from a vendor who could do their job under distributive processing and thereby \$175,000 could come out of the computer facility expected charges.

In House EDP. In-house equipment consists of equipment that the division pays for directly out of their budget as compared with the equipment that is in the computer facility. The equipment the division pays for are the computer terminals, control units, the in-house printers in DMV buildings to do the work there that are connected to the computer facility and a data collection system. The increase between the work program and the agency request is the additional equipment that was approved for locator terminals and additional terminals for driver's license.

Under equipment rent, there are some terminals for a new title system the first six months of the first year of the biennium and 12 months of the second year of the biennium. The new terminals are somewhat dependent on the staffing pattern they have.

Chairman Mello asked why the State Communications Board Assessment is in this budget. Mr. Bennett replied they have four lines to Las Vegas that they are permitted or authorized to use. Under the State Communications Board, you will see an item called DMV Automation Division. They are one of the half a dozen committed users of the Communications Board.

Cards and Forms. These are IBM cards and continuous form printout forms used to bring all the documentation they print out for the DMV.

Miscellaneous Income. Automation Division provides two services to two different kinds of customers. They connect and lease terminals to law enforcement so that they can make inquiries into their registration driver's system for dispatch inquiry. They also sell microfiche to other state agencies and local governmental agencies. The sale of that information and the rental on the computer terminals amounts to \$35,000.

LAW ENFORCEMENT HIGHWAY PATROL. There is a capital improvement project (77-23, Page 786 - \$22,000). Mr. Glover stated that the sub-committee on Capital Improvements had some questions. They were concerned if there was any other available space at Jean and got information that there isn't. The sub-committee thought of the possibility of building this project in connection with the fire station which is outside the prison walls at the Jean facility. That seems to be holding a lot of weight at the moment because the sub-committee is concerned that if a separate building was built it could be subject to vandalism. He asked Colonel Lambert who they intend to have in that office and what will they do while they are in there.

Colonel Lambert gave the Committee background on why they are requesting peripheral offices. To plan where they are going to station men to get the best use of them in the general Clark County or Zone 1 area, they have anticipated a sub-station in Jean and a whole sub-station in the Glendale area so that they can better utilize the patrolmen on the Interstate 15 north and south as well as Highways 93 and 95 which run north from that general area. As to utilization, it would be a typical sub-station office where they would probably not have a whole time clerical position at least in the immediate future. It would be an office where a Sergeant and a squad of Highway Patrol Officers would be functionally operating out of. The only concern Colonel Lambert would have about moving the facility there is being in the front yard of the prison isn't always the best place for a Highway Patrol office. The close proximity is beneficial but being a part of the official grounds really isn't that attractive to the Highway Patrol. However, looking at the economics of it, he can see where it would be the most logical place since the private sector really doesn't have anything to offer the Highway Patrol. The owners of Park Oasis did offer them all the assistance available, but again putting the Highway Patrol office next to a 24 hour bar would not be a tenable position. This is the reason the Highway Patrol is requesting such sub-stations and while Colonel Lambert might like a different location, other than in the front yard areas or close proximities to these prison facilities, at this point in time that seems like the most economic and feasible plan.

Mr. Glover stated that Mr. Serpa was wondering why it is so difficult to only come thirty miles from Las Vegas out to Jean and why spend \$22,000

when it is only 30 miles away. Colonel Lambert replied that is a good question until you start to look at the man hours spent to and from.

There are five vacant highway patrol trooper positions through attrition. They are advertising to fill the five positions. The recruitment program has already started.

Chairman Mello asked how long the longest position has been vacant. Colonel Lambert replied approximately 90 days.

Colonel Lambert stated that it takes somewhere up to six months to fill these positions, from the beginning of recruitment until they have finished the Academy training and functionally put the officer on the road. The training is a 15 week period so the recruitment time is roughly 3 to 4 months from the first advertising to the hiring.

New Positions. Colonel Lambert stated they have been allocated 7 new positions. The first is an Operation Communications Center Operator which is scheduled for the Reno office. They have found, due to the traffic load, that 90% of the time they need two operators on duty at the same time to handle the volumes. This is not as many as they would have liked. It was cut down from three which would have given them full time two-operator coverage per shift. With this one additional person, it will give them the same number of operators in Las Vegas and Reno, which are two minor dispatch centers. It will provide two operators on during the peak traffic hours only on a regular basis.

Two Special Officers are requested. This is in conjunction with the attempt to relieve the commissioned Highway Patrol Troopers for road duty and remove them from the peripheral duties. These officers would replace the officers presently assigned in Reno and Las Vegas from the court officer duties. They join the two special officers authorized last Session which have been very effective and they have taken up the warrant service programs.

There is a new Key punch Operator, which is tied to the computerized warrant program. This was a position that was funded in a federal grant wherein they tried to update the service of warrants that were going out of the "failure to appear" by the violators in the courts around the state. At the present time, by rough estimation, they have entered into the computer program over 10,000 warrants. If you compute the value of these warrants it is a highly remunerative service to the counties where the fines are collected and it is also a tool on the part of the Highway Patrol so that anyone in the state when he stops a car can call in and verify an active warrant on the individual he has stopped. This is what they are requesting the Key punch Operator for is the full time continuance of this program.

Chairman Mello asked since the 55 miles an hour speed limit went into effect, how high have the citations jumped. Colonel Lambert replied they have doubled in the speeding areas. They have had a 500% increase in productivity out of the individual officers and it has not all come about out of the 55 mile an hour speed limit. There has been considered effort by management to increase the productivity of the officer on the road so that they get the best dollar value out of the investments. The 55 mile an hour speed limit did increase drastically the number of speeding citations because it increased drastically the number of speed zones to enforce. They have put together what Colonel Lambert feels is an effective program of enforcement on all the statutes, including the 55 mile an hour speed limit.

Chairman Mello stated that Speaker Dini has a bill in that prohibits the use of radar or any device that catches people speeding and asked what that will do to the Highway Patrol. Colonel Lambert stated the effect he sees of this bill is a tongue in cheek telling the Highway Patrol to get off the highways and quit working.

Chairman Mello asked if it would just put the Highway Patrol back to where they were before there was a 55 mile per hour speed limit. Colonel Lambert replied no. There was a necessity for Highway Patrolmen then and there will always be because you are going to have to go out and pick up the gore off the highway and pick up the drunk drivers. One of the things that the electronic equipment has done, irregardless of the speed limit, is that it has eliminated a lot of high speed chase driving on the part of the Patrol. One of the arguments that has raged for years in police circles is why put a double endangerment on the highway. If you have a fool driving 150 miles an hour down the highway and then you send a patrol car in a 20 mile pursuit of him, you have eliminated the danger or have you doubled the dangers. It is a very useful device. It is accepted throughout most of the country and it amazes Colonel Lambert that the bill that would preclude the Highway Patrol using it does not preclude the police departments from using the very same equipment. It if is illegitimate to use this type of equipment, then it should be illegitimate statewide rather than specify the Highway Patrol.

Colonel Lambert said you could clock a man with a stop watch alongside a highway and radio ahead to another car, but you have to have two cars to do that. If the Highway Patrol goes to speed clocking, he knows the tactics you have to use to catch speeders. If in effect, Nevada wants its speed zones enforced then you are going to encourage the Highway Patrolman back into the sneak and catch, high speed acceleration chase to get them. The electronic clocking devices have eliminated the need for this and have provided a very definite safety factor in the police work categories.

Mr. Hickey stated that by his count there are 24 people to put 15 people out on patrol. Colonel Lambert stated there are many statistics on breakdown of management to a patrol force on the road. If you compare the Highway Patrol to other agencies within the state, both Metropolitan, county and then to their counterparts in states surrounding Nevada, you will find Nevada well within the low area of management to working patrolmen on the road.

Mr. Hill stated the Patrol budget is split up into two budgets. If you look on the special fund you will find there are 26 additional officers stationed in Las Vegas.

Mr. Vergiels asked how they proportioned out the officers. Colonel Lambert replied they try to be as scientific as they can. They study their statistics of where the accidents are happening and where the incidents are happening and they assign their manpower on this basis.

Mr. Vergiels asked for the actual road patrol breakdown between Las Vegas, say Route 80 versus 93. Colonel Lambert replied if you want to compare metropolitan areas you would find about 28 or 29 officers stationed in Las Vegas. In Reno, you would have either 17 or 18 stationed there. However, you have more peripheral areas of population around Reno than you do Las Vegas, so you would have a smaller stationing of small troop commitments around Las Vegas. This then brings together that you have a wider need for disbursement of officers in the north than you do in the south. The officers are concentrated in the metropolitan area because that's where the concentration of population is.

Colonel Lambert stated about 24 officers are stationed in Elko, but that covers everything from Valmy east to the Utah state line, back down through Ely and picking up the Zone 1 area between Connors Summit and Caliente, and then it extends back over into Austin and passes back up through Winnemucca. Lovelock is assigned to the Reno area.

In the Special Budget the revenues to pay for their officers comes from a \$3.00 per registration that is assigned strictly to support the special fund officers.

Chairman Mello stated that on Page 752, they have transferred to Highway Patrol \$379,299 the first year and \$104,598 in the second year and it is up here where it says transfers from Highway Patrol Special Fund and asked what money that was. Colonel Lambert replied that is out of the Special Fund; the \$3.00 per registration fee.

There is a new position of Statistical Clerk. They are requesting this new position in Carson City to continue their statistical program which has been a valuable tool in helping them determine on a real time basis where the needs are on the highway. This not only helps the Highway Patrol select where they are going to assign a trooper geographically, but it helps within the area of assignment as to the time and the place where the greatest number of accidents are happening and where the current need is.

The next positions requested are the Senior Clerk Typists who are needed to pick up the additional paper work that is generated through more activity which is a continuously growing thing.

Mr. Kosinski asked how the productivity of the Highway Patrolmen is measured. Colonel Lambert replied there is a daily reporting system whereby the patrolman's activities are broken down. He lists the number of motorists' assists, the number of stolen cars recovered, the number of felony arrests, the number of citations issued, the number of accidents investigated and any of the functions he carries on. This is a continuing time study and reporting system.

Colonel Lambert stated there have been some very large increases in the drunk driving area since they identified it as one of the primary areas where the problems on the highway were coming from. They have put a heavy emphasis on the drunk driving. Last year, they had in excess of 2,000 drunk driving arrests. The other arrests for the hazardous driving violations is another area. They emphasize as much as possible the man on-duty time on the highway. They have more time generated on the highway from streamlining the report systems. They have cut out the peripheral courtesy duties that are used to be a standard part of the state operation wherein you are acting for various people.

Colonel Lambert stated that last year the Highway Patrol issued 118,000 citations. They arrested in excess of 2,000 drunk drivers and they had about 400 other arrests. Many of the arrests are for narcotics, stolen vehicles with the drivers in them, and felonies. When a felony is picked up, they return them to the local entity who is going to do the detective and prosecution work.

Chairman Mello asked if the patrolmen were on a quota for citations. Colonel Lambert said they do have a minimum to the extent in conformance with the personnel rules and regulations that you have to establish a job standard, the Highway Patrol went throughout the state and determined what an average patrolman does. This is the only way it is used. They don't count minimum citations per day.

Insurance Expense. There is a large increase in the insurance expense. The Highway Patrol has had tremendous increases in insurance and Colonel Lambert stated he doesn't know what the answer is. It is his own personal opinion that the state should study very intently becoming a self-insurer. He doesn't feel from their loss and accident statements that the Highway Patrol should have to pay this type of premium. He thinks it would be much more beneficial to the state to self-insure, but you have to insure all state vehicles under a self-insurance concept.

Vehicle Operation. This figure is for gasoline, tires, batteries and accessories and engine overhauls. There is a drastic difference in what was allocated and what was requested. Colonel Lambert stated what the Highway Patrol has done in the past two years because of the crunch of budget escalating price costs is they have, in conjunction with the Highway Department, purchased and installed gasoline tanks around the state. This allows them to bulk purchase by the 10 thousand gallon tanker load and they realize the savings of about \$.10 per gallon.

Clothing and Uniform Allowance. Mr. Vergiels asked if they reimbursed the patrolmen for bullet-proof vests. Colonel Lambert replied no, they can't afford it. Colonel Lambert stated that if the patrolmen can afford to buy the vests they wear them and it is their choice. Many of the departments in the United States conform to this as a standard issue because there have been increasing incidents of shootings. The soft cloth, light-weight vests will stop a 357. It has saved numerous lives, but at this point in time the Highway Patrol hasn't issued vests. They do cost a lot of money and it would be nice to furnish them so they wouldn't be shot, but haven't had that many patrolmen shot. The vests cost approximately \$100.00. Colonel Lambert stated if the vests were going to be purchased, about 110 would be needed. Colonel Lambert said it would cost roughly \$13,750 to buy the Highway Patrol bullet-proof vests.

The Highway Patrol officers are given \$300.00 a year for a clothing allowance which is insufficient. The pants have gone up, the winter shirts have gone up, summer shirts have gone up, the uniform jacket is now \$97.00. The \$300.00 per year will not buy a full issue for a new Trooper coming on. It will minimally maintain an officer on the road so long as he doesn't have any jarring accidents where his knees go through his pants. Mr. Bremner asked if there was a less expensive uniform that could be provided to the trooper. Colonel Lambert replied they are going to a summer dacron shirt but this has proved bad in experiences where you have fire because it will melt and cling to the body and increase the burn factors. They have already gone to a dacron and wool combination in the pants and the winter wool shirts. Colonel Lambert stated the Highway Patrol has done everything they can to provide a good uniform and a serviceable uniform that will hold up and still maintain the prices. It is a terrible problem nationwide. He talked to the people who manufacture cloth and with the manufacturers of the uniforms, but it is something that just keeps escalating and they are not able to keep up with it.

Chairman Mello asked about the Patrol wearing just plain clothes. Colonel Lambert replied they don't have plain clothes per say. Somehow the public is happy to see a uniformed trooper walk up when they need help.

HIGHWAY PATROL SPECIAL FUND. Colonel Lambert stated this fund is actually a work programming of the 70 existing positions and the operating costs. You will find it in a proportional relation in the regular budget.

The figures in the vehicle operation will also reflect the same reduction that was seen in the regular fund.

Salary Adjustment Res-Non HF Ms. Matteucci explained that this is an approximation of what the salary adjustment reserve will cost.

Ms. Matteucci clarified that the Governor recommended approximately \$333.00 the first year of the biennium and \$351.00 the second year of the biennium for uniforms. The inflationary factor is built into those figures. Chairman Mello commented that that doesn't take into consideration the first issue and Ms. Matteucci replied no.

The meeting adjourned at 11:45 a.m.



STATE OF NEVADA
OFFICE OF TRAFFIC SAFETY

CAPITOL COMPLEX • CARSON CITY, NEVADA 89710 • (702) 885-5720

MIKE O'CALLAGHAN
Governor

JOHN W. BORDA
Director

March 14, 1977

M E M O R A N D U M

TO: Assemblyman Don Mello, Chairman
Assembly Ways and Means Committee

FROM: John W. Borda, Director

SUBJECT: OUT OF STATE TRAVEL JUSTIFICATION

In response to your request of how the requested Out of State Travel funds will be spent, we submit the following:

Out of State Travel Justification

<u>Person</u>	<u>Place</u>	<u>No. Days</u>	<u>Frequency</u>	<u>Cost</u>
Director	1.) Washington, D.C.	3	2	\$974.00
Director	2.) Michigan	5	1	\$495.00
Director	3.) Denver	2	1	\$337.00
Director	4.) San Francisco	2	6	\$768.00
Director	5.) Phoenix	2	1	\$222.00
Asst. Director	2.) Michigan	5	1	\$495.00
Asst. Director	3.) Denver	2	1	\$337.00
Asst. Director	4.) San Francisco	2	4	\$512.00
Asst. Director	6.) Seattle	2	1	\$196.00
Asst. Director	5.) Sacramento	2	1	\$ 74.00
Project Manager	4.) San Francisco	2	2	\$256.00
Project Manager	5.) Sacramento	2	1	\$ 74.00
Program Analyst	4.) San Francisco	2	2	\$256.00
Program Analyst	6.) Seattle	2	1	\$196.00
Community Serv. Coord.	4.) San Francisco	2	2	\$256.00
Community Serv. Coord.	5.) Sacramento	2	1	\$ 74.00
				<u>\$5,522.00</u>

- 1.) Policy meetings with National Highway Traffic Safety Administration and National Conference of Governor's Highway Safety Representatives.
- 2.) National Conference of Governor's Highway Safety Representatives Annual Conference.
- 3.) Western Governor's Highway Safety Representatives meeting combined with Regional American Association of Motor Vehicle Administrators meeting.



- 4.) Regional National Highway Traffic Safety Administration meetings to be attended by all or various staff members depending on subjects to be covered at meetings.
- 5.) National Highway Traffic Safety Administration procedural conference on annual Highway Safety Work Program.
- 6.) National Highway Traffic Safety Administration Multi-Regional conference.

Should you desire any other information, please advise.


JWB/mlm

ACCIDENT - VEHICLE INFORMATION

1971 THROUGH 1976

	<u>1971</u>	<u>1976</u>	
TOTAL ACCIDENTS	22,669	26,205	+16%
FATAL ACCIDENTS	230	192	-17%
FATALITIES	269	224	-17%
VEHICLE MILES	3,623,000,000	4,714,000,000	+30%
VEHICLES REGISTERED	419,749	568,017	+35%
LICENSED DRIVERS	356,749	450,086	+26%
M.D.R.	7.42	4.75	-36%