

**MINUTES OF THE MEETING
OF THE
ASSEMBLY COMMITTEE ON TRANSPORTATION**

**Seventy-Seventh Session
February 7, 2013**

The Committee on Transportation was called to order by Chairman Richard Carrillo at 3:19 p.m. on Thursday, February 7, 2013, in Room 3143 of the Legislative Building, 401 South Carson Street, Carson City, Nevada. The meeting was videoconferenced to Room 4406 of the Grant Sawyer State Office Building, 555 East Washington Avenue, Las Vegas, Nevada. Copies of the minutes, including the Agenda ([Exhibit A](#)), the Attendance Roster ([Exhibit B](#)), and other substantive exhibits, are available and on file in the Research Library of the Legislative Counsel Bureau and on the Nevada Legislature's website at nelis.leg.state.nv.us/77th2013. In addition, copies of the audio record may be purchased through the Legislative Counsel Bureau's Publications Office (email: publications@lcb.state.nv.us; telephone: 775-684-6835).

COMMITTEE MEMBERS PRESENT:

Assemblyman Richard Carrillo, Chairman
Assemblyman Joseph M. Hogan, Vice Chairman
Assemblyman Paul Anderson
Assemblyman David P. Bobzien
Assemblywoman Maggie Carlton
Assemblywoman Lucy Flores
Assemblyman Crescent Hardy
Assemblyman James W. Healey
Assemblywoman Ellen B. Spiegel
Assemblyman Michael Sprinkle
Assemblywoman Heidi Swank
Assemblyman Jim Wheeler
Assemblywoman Melissa Woodbury

COMMITTEE MEMBERS ABSENT:

Assemblyman Steven Brooks (unexcused)
Assemblyman John Hambrick (excused)



GUEST LEGISLATORS PRESENT:

None

STAFF MEMBERS PRESENT:

Vance Hughey, Committee Policy Analyst
Scott McKenna, Committee Counsel
Cinthia Zermeno, Committee Manager
Jacque Lethbridge, Committee Secretary
Olivia Lloyd, Committee Assistant

OTHERS PRESENT:

Andrew J. MacKay, Chair, Nevada Transportation Authority,
Department of Business and Industry
Troy L. Dillard, Interim Director, Department of Motor Vehicles
Deborah Cook, Administrator, Administrative Services Division,
Department of Motor Vehicles
Terri L. Carter, Administrator, Management Services and Programs
Division, Department of Motor Vehicles
Mark Froese, Administrator, Division of Information Technology,
Department of Motor Vehicles
Wayne Seidel, Administrator, Motor Carrier Division, Department of
Motor Vehicles
Rhonda Bavaro, Administrator, Division of Central Services and Records,
Department of Motor Vehicles
Donnie Perry, Administrator, Division of Compliance Enforcement,
Department of Motor Vehicles
Nancy Wojcik, Administrator, Division of Field Services, Department of
Motor Vehicles
James Wright, Deputy Director, Department of Public Safety
Chris Perry, Director, Department of Public Safety
Walt Ratchford, Private Citizen, Carson City, Nevada

Chairman Carrillo:

[Roll was taken. Committee protocol and rules were explained.] Today we have three presentations, which will give us a good overview and understanding of what these organizations do. The agencies presenting today are the Nevada Transportation Authority, Department of Motor Vehicles, and Department of Public Safety.

Andrew J. MacKay, Chair, Nevada Transportation Authority, Department of Business and Industry

The Nevada Transportation Authority (NTA) is a statewide agency that is tasked with the regulation of intrastate commerce, specifically passenger transportation, charter limousine service, charter bus service, intrastate tow car operators, and taxicab service outside of Clark County ([Exhibit C](#)). The NTA is a division of the Department of Business and Industry. We have a 24-member staff, which comprises three commissioners appointed by the governor: I am one of the commissioners, Commissioner George Assad, Commissioner Monica Metz; a deputy commissioner, and 20 staff members. Our duty can be summarized in one word as safety. We exist for no other reason than to protect the safety of the traveling and shipping public. We accomplish that within the regulated construct in two areas. You will hear this today and whenever I appear in front of the Committee: fully regulated authority and partially regulated authority. The federal government has preempted states' abilities to regulate the intrastate charter bus and tow car industries. Limitations on those from the state's ability is limited to safety and insurance with the exception of nonconsensual tows, where the state has regulatory jurisdiction over those rates. Generally, the majority of the NTA's work is in the fully regulated arena.

Much like the Taxicab Authority, the NTA issues operating authorities to carriers in the form of Certificates of Public Convenience and Necessity. There are 328 companies holding 380 active certificates. There are approximately 3,900 vehicles operating on a permanent basis intrastate within the State of Nevada, that NTA has jurisdictional oversight of. Those numbers do not take into consideration vehicles put into service on a temporary basis, much like what you see for the International Consumer Electronics Show. That has an enormous influx of tourism but particularly a big influx in the charter limousine business. Oftentimes carriers will lease on a temporary basis and put the vehicles into service for a temporary period. For recordkeeping purposes, the NTA does not classify those as active vehicles on a permanent basis because they come and go, usually days at a time, no more than a week.

The structure of the NTA can be broken down into three distinct areas and how we regulate the motor carrier industry: applications, enforcement, and compliance with existing regulations. Applications are broad; a carrier who wants to operate as an intrastate motor carrier has to apply for authority with the NTA. The application process, for the fully regulated construct, is intensive; comprehensive background investigations are conducted on the principals of the company or key employees. This entails a criminal background investigation to determine if there is criminal history that may affect the company's or owner-operator's ability to operate within the confines of the respective statutes

and regulations. As it relates to carriers within nonfully regulated authority, the NTA does conduct criminal background investigations but does not conduct anything to make a determination with respect to financial fitness. *Nevada Revised Statutes* (NRS) 706.391 mandates that carriers obtaining authority for fully regulated authority have to demonstrate the need in the market and that they are operationally and financially fit to do that. Because the feds have preempted states' ability in certain regulatory aspects we do not look at any financial data with respect to the carriers as it relates to obtaining operational authority. We look at their operational fitness: do they know how to operate the company. We look at the criminal background investigations thereof.

The NTA is a statewide regulatory authority and has seven compliance enforcement investigators. These investigators are Peace Officers' Standards and Training (POST) certified officers within the State of Nevada. The NTA is a Category II POST agency, although all of our investigators currently are category trained with the academy and with POST. The primary focus of the investigators is conducting risk-based operational inspections, investigating complaints, but more importantly patrolling and identifying illegal operators. Illegal operators pose the greatest threat to the traveling and shipping public. Oftentimes these operators carry little or no levels of insurance, operate unsafe vehicles, and fail to conduct any semblance of substance abuse or drug testing to make sure their drivers are safe and able to perform their duties. Oftentimes these illegal operators price gouge their consumers as well as conduct nefarious activities. For instance a noncertificated household goods mover will load up your possessions. You have an agreed-upon price, but once goods are loaded the price you agreed on is suddenly doubled or tripled. Then they say, pay it or we are going to take off with it. This gives you an idea of what our enforcement staff does.

Chairman Carrillo:

Do you regulate a Greyhound bus traveling cross-country making stops in Nevada?

Andrew MacKay:

Because it is interstate transportation, the State is prohibited by federal laws from regulating, even if there are intermediate stops within Nevada. For instance, if I got on the bus in Sacramento, Assemblywoman Carlton got on in Reno and off in Fallon, and the bus is traveling all the way through Nevada, even though there is an intrastate component, it falls outside the State's regulatory purview.

With respect to our compliance enforcement investigators, many folks ask how we police our existing carriers. As I mentioned, we do so through routine patrol, looking at trip sheets, charter orders that are valued to make sure those drivers are operating within the prescribed hours of services outlined in regulations, and making sure the carriers are not unlawfully soliciting business and are charging the appropriate tariff rates.

The NTA believes it is to educate and obtain compliance with existing carriers. Compliance first and enforcement second. Enforcement is for those unlawful, uncertificated carriers that do not want to follow the rules. In order to ensure compliance with existing regulations, the NTA focuses on some keys. First is insurance. The NTA, through *Nevada Administrative Code* 706.191, delineates the various insurance levels that the respective carriers must maintain pursuant to law. The NTA is listed as an additional insured so that it is immediately notified when insurance levels change at all. This is where 100 percent compliance is the only compliance. When somebody uses a tow operator or charter limousine operator, the consumers have a right to expect that they are protected.

Vehicle inspections are another focus of the compliance division. Every vehicle operated within Nevada that is subject to the jurisdiction of the NTA is subject to a comprehensive annual vehicle inspection. The NTA does not conduct those investigations. We leave that up to the carrier to choose the garage they may use. Some of the larger carriers have a federally certified inspector on staff and are able to conduct those inspections. That information is transmitted to the NTA and held in our database. If a vehicle is within 30 days of its due date, our database will provide a tickler to say there are X number of vehicles due this date and if we have not received the annual vehicle inspection, we will contact the carrier. If the vehicle does not get the annual vehicle inspection by the due date, it is removed from service. Once the inspection is transmitted to the NTA, the vehicle can then be put back into service. That is pursuant to a federal regulation that the NTA has adopted, as well as the Department of Motor Vehicles and the Department of Public Safety.

Beyond the function of general patrol, and in order to ensure compliance with existing regulations and statutes, is the process of conducting operational inspections. Generally the compliance audit staff of the NTA performs these. Sometimes the compliance enforcement investigators do it as well. One-third of our carriers every year are subject to a random operational inspection. We will notify the carrier 48 hours in advance and provide them with a list of documents and items that we are going to look at. We will look at the bills to make sure they are commensurate with the approved tariff rates. A big focus is the safety: do they have the requisite random

drug testing procedures in place? Are they part of a consortium? Have they done the preemployment drug testing? Are those vehicles getting the required daily inspections? Pursuant to policy within the NTA, one form of operational inspection does not require 48-hour notice and that is a risk-based operational inspection. If the NTA becomes aware a company or entity is operating outside the parameters of its Certificate of Public Convenience and Necessity or the statutes and regulations therein, the NTA will go out and will not provide the 48-hour notice. However, in order for a risk-based operational inspection to be approved and conducted, the chief of enforcement brings the matter to one of the three commissioners, provides the evidence, and, if one of the three commissioners approves it, we are then precluded from working the case. We will not sit as a hearing officer when citations are rendered or when the full authority meets at its general session to rule on it. In the event that a risk-based operational inspection is approved, the commissioner who granted it recuses himself.

The three commissioners serve as hearing officers and administrative law judges in matters of citations issued. The state will present its case to us; we will hear the case as an independent adjudicator and then present our findings from the proceeding to the full authority. No action is official until the full authority votes on it. That also includes if full-blown application hearings. One of the hearing officers will present his findings to the full board for approval.

The Nevada Transportation Authority (NTA) has two budget accounts. One is budget account 3922 and the other is 3923. Budget account 3922 is the general administrative operational budget of the NTA. That is where personnel costs, rent, et cetera, are paid out of. There are two revenue sources for budget account 3922: highway fund and fees assessed. These fees are obtained from annual vehicle licensing fees and application fees. The majority of the revenue is actually derived from the highway fund. Any unspent dollars revert to the General Fund; account 3922 does not have a reserve fund for any unused dollars. Account 3923 is funded 100 percent via administrative fines and assessments. By statute, the use of those monies can only be used for enforcement of Chapter 706 of the *Nevada Administrative Code* or *Nevada Revised Statutes*. Any unused monies or excess revenue versus what the authorized expenditures are revert to a reserve fund. That budget account does have a reserve fund. For fiscal year (FY) 2013, the NTA's budget in 3922 is \$2.669 million. The governor's recommended budget is \$2.662 million for FY 2014, and \$2.594 million for FY 2015.

Assemblywoman Flores:

Why do you not have a reserve account?

Andrew MacKay:

Statute prohibits it in budget account 3922. Statute states that any unused portions in the regulatory fund must revert. Whenever an application is filed, the NTA will provide an estimate to an applicant in terms of what the potential noticing fees are. Pursuant to law, all applications have to be noticed. That money is brought in and immediately put on a general ledger, and then credited against the bills that come in for noticing. The problem is that I can bring in \$400 for an application today, but we do not get the application completed until July 20. You bring in that money in this fiscal year and then hope that additional applications will come in and those fees and noticing fees will pay for that. What we are going to do is have a reserve account that is going to be limited just to the collection on noticing fees. It makes it cleaner. We have not had any problems with it. We have brought it up in the past and this year the budget office agreed and, hopefully, the Legislature will agree and we will be able to keep that in reserve.

Assemblyman Hogan:

Nevada is restricted in what we can do about motor vehicles traveling through our area. If they are operating on interstate commerce oversight but are displaying alarming behaviors or vehicle conditions and we or you get a complaint, are we as severely restricted in what we can do about it, or do we just call in the appropriate agency and they come quickly? Is that really a problem or something you have long since overcome?

Andrew MacKay:

This is an issue, always has been and will continue to be. The question is how severe an issue it is. There was a bus coming from Tijuana, Mexico, involved in an accident with six fatalities. Safety is always an issue. Credit should be given to the Nevada Highway Patrol for their ability to identify those carriers. Their commercial division is very good. If they have reason to believe a vehicle is operating unsafely, they generally take care of it. I am not intimately involved with how involved they are on the vehicle inspections, but they do a tremendous job. When you look at Nevada-based carriers, interstate carriers, the accident rates are very good; those carriers are generally safe and responsible. If your constituents use a Nevada-based carrier they are probably in pretty good hands.

Chairman Carrillo:

With the downturn of the economy, people are trying to create a little business off craigslist. Do you do sting operations?

Andrew MacKay:

Yes, that is correct. We see noncertificated carriers on craigslist, advertising in bars, storage units, et cetera. When there was a downturn in the economy, we found that there was a disproportionate increase in primarily noncertificated household goods movers. A lot of those were people who had lost their jobs, were out of work, and were trying to put food on the table. The NTA knew these individuals were ignorant of the law, so administrative fines were not levied in those instances. If the enforcement staff sees an ad on craigslist and has reason to believe it is just an individual who has a pickup truck and is trying to make \$200 so they can pay the rent, they ask a line of questions to feel out the situation and then educate the individual. We tell them what they are doing does not comport with state law. If they want to apply, here is how to do it, and we give them the information. We would advise them not to do this because if we see them again, they will be cited. As the economy has gotten better, more sophisticated, noncertificated operations are cropping up, particularly in the passenger services area. We have seen a decline in the mom-and-pop operations that are just trying to make a couple of bucks.

Chairman Carrillo:

On a Channel 8 or 13 broadcast in Las Vegas, I heard that NTA was actually confiscating or impounding the vehicles. Can you please clarify this?

Andrew MacKay:

If the NTA observes a problem or sets up a sting and the individual comes and appears and holds himself out as providing the services as defined in statute, the statute states the vehicle must be impounded. The authority likes to flush those out as much as possible beforehand because you do not want to set up a sting, have the individual show up and not know anything about the statute. The enforcement staff, particularly on the moving companies, tries to educate them beforehand. Then they take appropriate action. In the event a vehicle is used in intrastate transportation of household goods or passengers and the authority sees it, the statute states the vehicle must be impounded. That is *Nevada Revised Statute 706.476*.

Assemblywoman Spiegel:

What happens when a carrier is operating in more than one county in Nevada and one of those counties is Clark? How is jurisdiction decided?

Andrew MacKay:

The only break for the NTA in regulatory oversight is that the Taxicab Authority regulates taxicabs within Clark County. Taxicabs operating in all of the other counties fall within the regulatory scope of the NTA.

Assemblywoman Spiegel:

If somebody takes a taxi from Clark County to Nye County and there is a problem, how would the jurisdiction be decided?

Andrew MacKay:

Either the NTA or the Taxicab Authority could handle that. It is not outside the Taxicab Authority's scope to set up stings to knock back the gypsy cab market. They have full police powers to enforce all provisions of NRS Chapter 706.

Chairman Carrillo:

Are there any other questions from the Committee members? [There were none.]

Troy L. Dillard, Interim Director, Nevada Department of Motor Vehicles:

Each of the division administrators will present the overview of their division ([Exhibit D](#)), so you will get to put a name with the face as they will be the ones testifying before you for bills the Committee will be hearing.

The Department of Motor Vehicles (DMV) has 1,148 authorized positions for fiscal year 2013, 18 offices statewide, 7 divisions, and we work with 8 of the county assessors to handle registration and title functions throughout some of the rural counties.

Under Priorities and Performance Based Budgeting we touch four of the core objectives of the state. The largest is business development, and the objectives falling under that are compliance, customer services, and tax collection. The DMV brings in roughly \$1.1 billion of revenue every year. The other three core functions of Nevada and the objectives that our department touches.

The first two department goals are probably the ones most people see results from. These are really the two primary customer services goals. Field offices are the most familiar face of the department where citizens come in to obtain driver's licenses and register their vehicles.

The Director's Office establishes the Department policy, controls operations, handles all media inquiries, personnel issues, and overview of the operational function. The Administrative Hearings Office is also contained in the Director's Office, as well as employee development and training.

Deborah Cook, Administrator, Administrative Services Division, Department of Motor Vehicles:

The Administrative Services Division provides support services for the Department. That includes everything from budgeting and accounting to

facilities management and contract management. The items listed are self-explanatory. The Department's support services are centralized. This allows us to ensure consistency with the laws and regulations.

Chairman Carrillo:

Are there any questions from the Committee members? [There were none.]

Terri L. Carter, Administrator, Management Services Division, Department of Motor Vehicles:

The Management Services and Programs Division is better known as Research and Development. Our Division is responsible for the policies and procedures. We draft legislation and regulations. We do most of the research and analysis for the fiscal notes you receive from the Department. In addition to that we play a large role in project management. We work closely with our Information Technology (IT) Department in implementing new projects as they come forth, projects such as our self-service kiosks and autonomous vehicles that were introduced last year. We handle requests for proposal (RFPs) for the Department. We have a staff of 16.

Chairman Carrillo:

Are there any questions from the Committee members? [There were none.]

Mark Froese, Administrator, Division of Information Technology, Department of Motor Vehicles:

The Motor Vehicles Information Technology Division, commonly referred to as MVIT, is a primary activity that provides the data processing services for the Department of Motor Vehicles. The MVIT Division is tasked with enhancing the DMV application, supporting the Internet and Kiosk applications, maintaining the Department's personal computers and printers statewide, and building safe and secure interfaces between the DMV and other agencies. [Read from written testimony ([Exhibit E](#)).] It is currently projected that the amount of time it would take the existing MVIT staff to complete all of the open Project Service Requests would be over seven years.

Assemblyman Anderson:

My questions are for Nevada LIVE (Liability Insurance Validation Electronically).

Troy Dillard:

The administrator who covers that is going to be up shortly. She will be happy to entertain that question.

Wayne A. Seidel, P.E., Administrator, Motor Carrier Division, Department of Motor Vehicles:

The Motor Carrier Division has five programs including fuel tax collection, International Fuel Tax Agreement (IFTA), intrastate motor carriers, International Registration Plan (IRP), and we perform fuel audits. We have 5 programs, 52 full time equivalents (FTE), and a \$4 million budget. We have a licensing team and a fuel user team which interfaces with IFTA. There are 48 states and 10 Canadian provinces signatory to that Agreement. It is similar to the IRP with the same parties. We have a fuel industry team that oversees the suppliers. We currently have about 300 suppliers that we oversee and collect their taxes. We have a revenue collection team that looks for bad debt and tries to keep everyone current with the State. We have an audit team which interfaces with all of these programs, performing audits, looking for compliance with the industry, and educating them in the areas of motor carrier.

Chairman Carrillo:

Are there any questions from the Committee members? [There were none.]

Troy Dillard:

Rhonda Bavaro is the Administrator over our Central Services Division. After she explains what that is, she would be happy to answer Assemblyman Anderson's questions regarding Nevada LIVE because that is part of her responsibilities.

Rhonda Bavaro, Administrator, Division of Central Services and Records, Department of Motor Vehicles:

Central Services provides alternate methods for renewing your driver's license or your vehicle registrations through the mail or the web. We do title processing and research. The license plate factory, commonly known as the tag plant, is responsible for production of plates and distribution to all of the offices. Record Sales encompasses insurance companies and businesses who want driving records, title information, and information on specific vehicles for recall purposes. We have the centralized call center for the State of Nevada for the DMV and the Nevada LIVE program. Driver's License Review encompasses responsibility for invoking driver's license sanctions, which could be for court-ordered suspension or medical restrictions on the licenses. Document Imaging scans all of our documents so they are retrievable in the field offices. Data Integrity is the section that is responsible for attaching citation histories to a driving record.

Assemblyman Anderson:

With Nevada LIVE, a constituent who has fleet vehicles reached out to me. I guess there is a gap in monitoring. I understand this is the insurance company

giving you their book of business so we can make sure all of those vehicles are insured. Is that correct?

Rhonda Bavaro:

That is correct. As of March 1, every insurance company is required to give us their monthly book of business. That will take care of many of the problems we are currently having if there is a change in the policy number or a vehicle identification number (VIN). We will get every insurance company's book of business monthly; we will extract the most recent information on that specific vehicle. Then we will reach out to that company electronically to request they verify insurance. That will fix the problems for people who do have insurance but there is something wrong with the record or they changed insurance companies and have not notified us.

Assemblyman Anderson:

When you get fleet insurance, the insurance is not tied to a VIN. You just get a card that goes in the vehicle. Is there a way we are able to track and monitor that? I understand it is a different process than consumer insurance.

Rhonda Bavaro:

Yes, it is a different process. If they do not have the VIN but have the policyholder name or group of vehicles, we can match that.

Assemblywoman Carlton:

Can you tell me how many renewals you have by web and how many are processed at the kiosk?

Troy Dillard:

Are you referring to registrations? [Yes.] We can provide those stats for you a little later in my presentation. We have more than 500,000 done a year just by kiosk.

Assemblywoman Carlton:

Driver's license renewals?

Troy Dillard:

We can provide those as well.

Assemblywoman Carlton:

It is my understanding that a lot of those are done in person right now.

Troy Dillard:

That is correct. Later in the presentation, we will be talking about a bill we are submitting to address that.

Assemblywoman Carlton:

I am trying to figure out what the dollar amounts are that DMV has to take out of their budget to pay credit card fees.

Chairman Carrillo:

Are there any other questions from the Committee members? [There were none.] I want to elaborate on an experience I had with DMV and Nevada LIVE. I was in the process of registering a new-to-me used motorcycle and there was some glitch where my insurance company had required me to have a copy to give to DMV. They faxed it over and then I had to double-check two days later to make sure I went online to Nevada LIVE, and confirmed that my vehicle was actually registered. That seemed like a process that I should not be involved in. How reliable is Nevada LIVE because I have talked to insurance agents other than my own who seem to be having an issue with this.

Rhonda Bavaro:

There are several reasons why records may not confirm. The VIN could be a digit off either through the insurance company or the Department when the vehicle was registered. It could be a change in the policy number. Sometimes an extra digit is added to the end so that the Nevada LIVE system is not confirming with the company. There are multiple reasons why it would not, and we recommend that consumers do go on the web to make sure it has confirmed so you are not caught up in the suspension loop. I believe a lot of that will be resolved with the book of business.

Chairman Carrillo:

Fines start at \$250 for the first offense?

Rhonda Bavaro:

Yes, \$250 to \$1,750 based on the amount of time the vehicle has been without insurance and the number of offenses that the consumer has had.

Chairman Carrillo:

I purchased a 2006 used commercial vehicle about one year ago. I started receiving warranty notifications that the warranty is up. Do you share a list of DMV customers?

Rhonda Bavaro:

In the Records Section, we do sell information. A manufacturer may come to us and ask for all of the Fords registered in Nevada with this model number because of a warranty recall. They have accounts set up with us and we would give them that information.

Chairman Carrillo:

Is that in statute?

Rhonda Bavaro:

Yes, it is.

Chairman Carrillo:

Do you know what statute?

Rhonda Bavaro:

I do not offhand, but I would be happy to get you that information.

Troy Dillard:

The way the requirements were written, you as the registered owner were required to notify the Department upon any change of insurance. In reality, it is not practical to expect 2 million-plus Nevadans to notify the Department every time there is an adjustment or change. Therefore we changed the regulatory requirement for the insurance companies to provide their books of business, so that those matches could be done behind the scenes through an electronic method to stop you from actually receiving those notices simply because we could not find the fact that you had changed from Company A to Company B. Company A was still on file with the record of the Department so when we went to Company A's electronic site to validate, it said you do not have insurance. The problem was that we did not know who your insurance was. Now with the insurance companies required to provide books of business, we can locate your vehicle and your new company and still conduct the electronic verification without you having to receive a postcard saying you need to provide this information to us. Effective March 2013, all of those companies must provide their books of business to DMV. We anticipate that Nevadans will start receiving less of those postcards than they have over the past couple of years.

Chairman Carrillo:

Are there any questions from the Committee members? [There were none.]

Donnie Perry, Administrator, Division of Compliance Enforcement, Department of Motor Vehicles:

The primary goal of the Compliance Enforcement Division is consumer protection. We enforce the existing laws and regulations that govern the vehicle industry. The four areas we focus on are: automotive business licensing and regulations; vehicle emissions program; driving under the influence (DUI), traffic safety and professional drive schools licensing and regulations; and fraud detection, prevention and investigation. We regulate licensing through dealerships, license salvage yards, garages, and the rental car industry. For the emissions program we regulate the businesses such as our emissions stations. We do that through covert operations as well as overt operations. We have a heavy-duty diesel program, an evader program, and regulate businesses through things to ensure they have the vehicle emissions devices that are supposed to be on each vehicle. Our fraud detection and prevention program is primarily the compliance area where we do things such as identity theft and review criminal laws related to the DMV.

Assemblywoman Carlton:

Would this division cover the licensing of salespersons, such as new and used car salespersons?

Donnie Perry:

Yes

Assemblywoman Carlton:

I have received emails about salespersons having to be licensed and keeping the license. Would you enlighten me on why a car salesperson has to be licensed?

Donnie Perry:

Per law, we license car salespersons in addition to the businesses themselves.

Assemblywoman Carlton:

There has to be a reason why someone selling a car has to have a license from the state. Where did it come from? I understand they are handling money and important information.

Troy Dillard:

That provision has been in statute for years. Vehicles are the second largest investment individuals make. Salespersons have all of your personal information and all of your financial background. Some salespersons have taken advantage of the individuals, and I believe that is how the licensing came about.

Assemblywoman Carlton:

I believe the statute passed in the 1960s. But the license is attached to their employer, so when they change employers, they have to go through relicensure. When waitresses were fingerprinted, the card went with the waitress. A doctor's license does not only go with a hospital, a lawyer's license does not go with one employer; they stay with the person. Why is the car salesperson's license associated with their employer and has to change when they change employers?

Troy Dillard:

They are looking for one employer-one license format. The individual transfers from one employer to another. They do not have to be relicensed; this is a transfer of the existing license. However, the license is only good for a single employer. This has to do with transferring knowledge or business practices from one employer to another employer to protect the businesses. I believe employers were the ones who pushed to have the statute enacted to separate one employer, singular license. They could have multiple locations and as long as it is for the same employer, they can work in multiple locations. The employers did not want them working for one employer on Saturday and Sunday and another employer the rest of the week, taking some of those knowledge issues to the other employer.

Assemblywoman Carlton:

I think we need to talk about this a little bit more. We can do it at another time.

Chairman Carrillo:

Are there any other questions from Committee members? [There were none.] Do you do motorcycles as well?

Troy Dillard:

Are you referring to licensing for motorcycles?

Chairman Carrillo:

Actually the safety training program for the rider.

Troy Dillard:

The Department of Public Safety handles that.

Nancy Wojcik, Administrator, Division of Field Services, Department of Motor Vehicles:

The Field Services Division is the largest division of the Department. It is the front-line contact for all of the customers for all 18 offices. It currently has just under 670 full-time employees. They are responsible for licensing and

registration of vehicles, as well as your first-line customers who come into the state of Nevada. We are also responsible for training the commercial driver's license program and the third party companies, which is your outside agencies, to ensure that they are able to do the testing and evaluating of drivers for the commercial driver's license regulations. We also register constituents for voter registration in all our offices and are responsible for the verification of identity.

Chairman Carrillo:

Are there any questions from the Committee members? [There were none.]

Troy Dillard:

Last session we expanded the kiosk program by changing the fee structure to a fee-based model, rather than the state paying for this. We were successful in completing this program, both with the expansion and the number of registrations processed via the kiosk. Because there was a fear people would push back from paying a service fee that had previously been paid by the state, this model was not easily accepted by the industry. Kiosk usage has increased since we went to this program. It has continued to increase each year, every year, which is why we had to change the funding process to be able to enhance this program. It also gave us the ability to move these kiosks into areas within the communities, so that individuals did not have to travel to DMV offices to conduct their business for renewals of their license and registration.

Late this month we are going to launch a web portal called My DMV. This will allow you to create an account with the DMV so that we can individually identify you. You will be able to conduct transactions with functions that you currently cannot do over the web. The biggest two changes, aside from being able to do everything you can today, is we will be able to email you your renewal information for driver's license, vehicle registration, and any other news or information that may need to be communicated to you. Today for registration renewal, we send out a card 35 days in advance. It is a postcard; it does have a tendency to get lost in the mail with other mail and fliers. This would allow DMV to send consumers an electronic notice further in advance and remind you once or twice before the vehicle is due for registration renewal. All of this can be accomplished at no additional cost to the state. This is a great green initiative. You will also be able to change your address online. This has been an issue with trips to Department offices and long waits. This will help reduce wait times since we do tens of thousands of address changes every year.

Another thing we have been working on for a long time is the online capability for Veterans Exemptions to be done via the website. Historically, veterans have had to come into the office to process their annual registration renewals if they

intended to use their exemption towards the tax base on their vehicle. We have just launched this; it is in production and within the next couple of weeks, after final testing is complete, media releases will be coming out. This is long overdue and we are happy veterans can now do this online.

We have talked a little about Nevada LIVE and some of the streamlining features that are going into play that we hope will continue to improve this program. Senate Bill No. 323 of the 76th Session put into effect a tiered sanction structure. Previously individuals who failed to maintain insurance had to pay a \$250 fine. It did not matter how many times they failed to maintain insurance or how long they went without insurance. The trend showed individuals would take out insurance, register their car, then drop the insurance and drive for a year with a valid sticker on their car but no insurance. At the end of the year, they will pay the \$250 fine, which was a lot less than paying for insurance throughout the year. Senate Bill No. 323 of the 76th Session's fine structure change made it more expensive to do that. Of the vehicles registered with the Department, the uninsured motorist rate is around 7 percent. There are about 7 percent unregistered vehicles, while the national average is about 14 percent.

The off-highway vehicles (OHV) program was enacted a couple of sessions ago. All off-highway vehicles must be registered by June 30, 2013. It was initially predicted there would be approximately 250,000 vehicles to be registered for this program. It has been eight months and we have fewer than 5,000 vehicles currently registered. We do anticipate there will be a large bubble come May and June of this year. However, it probably will not reach 250,000 vehicles. The ongoing viability of the program as designed is certainly going to be in question. As session continues we will see if the pace picks up.

Chairman Carrillo:

What kind of OHV enforcement is available? Is Metro, Washoe County, or any of the rural areas aware of this?

Troy Dillard:

Law enforcement is aware of this. They were involved as the bill progressed through the Legislature. There is no real enforcement capable because the requirement to register does not go into effect until June 30, 2013. After that, you would be in violation if your off-highway vehicle were not registered. Funding from the program goes to the Nevada Commission on Off-Highway Vehicles (OHV) who then delegates those funds for various purposes. Enforcement is one of those purposes. Without the revenue rolling in from registrations, that does not exist.

Assemblyman Healey:

I have received some emails recently regarding the size of the sticker. What is the thought process behind those being so big? Is there any consideration to modify those to better suit those types of vehicles?

Troy Dillard:

That was discussed by the OHV Commission. During consideration of the bill, there were many different thoughts about that particular issue. Some argued the tag should be the size of a full-sized license plate, others argued it should be something very small just for the revenue, while others wanted to be sure that you could spot the numbers and call them in for operating in an inappropriate manner. That is statute; it was made at the recommendation of the bill sponsors, not of the Department. We just handle the registration and titling of the vehicle. The rest of the program is under the OHV Commission. The location where the stickers are required to be placed is also under the purview of the OHV Commission.

Chairman Carrillo:

Are there any other questions from Committee members? [There were none.]

Troy Dillard:

When Mr. Froese was giving his presentation, he went into more detail because of the importance of the IT structure within DMV. Almost every bill passed by the Legislature that has an operational impact on the department is related to IT. It requires IT work, IT change, and program development. In addition to what you do, we have federal mandates that we have to deal with. The Commercial Driver's License Information System (CDLIS) modernization is one of those federal mandates. We have been working on the issue over the last year and have another one right on its heels that will take at least another year. This will affect our commercial drivers within Nevada in some way or another depending on what type of commerce they are driving. All of their medical certificates, for the ones required to have medical certificates, must be on file with the DMV in an electronic format. Over the next year, we will begin bringing in the commercial drivers to scan and upload their medical certificates so they will be available through national search for law enforcement. This is being deployed on Monday, February 11, 2013.

Nevada submitted a Real ID certification package last fall. In December, we received a letter from the Department of Homeland Security (DHS) asking for clarification of about six areas within the compliance issues. The DMV has responded to those areas, giving DHS the status of where we comply with Real ID or where we feel we comply with Real ID. We are awaiting their decisions whether they are going to deem our current practices to be in full or

partial compliance. All states not deemed to be in compliance have been given a deferment for any action by the federal government. Ultimately, the biggest thing our citizens would face if they do not accept the Nevada card, and we do not make any necessary changes we have to make to pass Real ID to comply with federal law, is they would not be able to board commercial aircraft using a Nevada driver's license or identification card. They would have to have some other form of identification that was acceptable.

The Transportation Committee deals a lot with special license plates. The 2011 Legislature increased the specialized license plates from 25 to 30. These must maintain a 1,000-plate registration to stay an active plate for issuance, unless they were prior to 2003, then it is 250 plates. I believe I have seen language for a bill that would change that status to 1,000. The other way to get a plate before you is to have you hear it specifically outside of this, and I will be discussing one bill that will be coming forward that DMV is sponsoring that would do just that.

The first bill DMV will bring before the Committee deals with electronic dealers report of sales. We have been in pilot with this program for some time. We want to expand this and require all of our automobile dealers to submit their information on their dealers report of sales to us electronically. This will allow the vast majority of vehicle purchasers to conduct new registrations, not just renewals, via the web, and eventually the kiosk, without having to visit an office. We can handle credit transfers, new plate orders, and plate transfers via the web. This system will be up and running by the end of March 2013. The bill mandates the use of it, rather than it being a voluntary process.

The DMV will present a bill that deals with bad debt. Currently if you write a bad check for registration, we have no authority to cancel your registration. This bill will address that issue.

We have a budget bill to introduce an eight-year driver's license. We continually look for ways to provide better customer service. We need people to be out of the office rather than in the office for transactions that can be done that do not require a technician with specialized skills for complicated transactions. Driver's license transactions are not complicated, at least not in the renewal phase. We are proposing to eliminate the four-year renewal cycle and go to an eight-year cycle. This eliminates in excess of 1.7 million transactions for the Department every four years. That will help us serve customers who have to be in the office as opposed to those who do not. By doing this, we are doubling the driver's license fee and spreading out the implementation over an eight-year period to keep the revenue flat.

Another bill deals with snowbirds and deals with insurance lapses when individuals are dropping insurance and they are not in the state. It gives the Department additional ability to waive some of the penalties and fines that are associated with that which we currently do not have under statute. In addition, the bill addresses salesperson licenses where they sign up as a salesperson with one business and leave. Then four months later, they come back and want to work for somebody else. Their license had not been processed all the way through the first time and current statute prohibits them from working for a six-month period. We do not see that as a needed statute the way it is written, and it is a barrier to these individuals having jobs and moving forward with their lives so we are proposing to eliminate that.

We have the commemorative plate for the 150th anniversary of the State. This will be for the sesquicentennial of Nevada's admission to the Union.

I have provided contact information for the Committee.

Assemblywoman Carlton:

Is the sesquicentennial plate only going to be available for the one year, or is it going to be an ongoing plate? Will it be outside the cap for specialty plates?

Troy Dillard:

Yes, it will be outside the cap. It is a specifically designated plate so it is not within the existing 30. It is designed to be enacted upon passage and approval the way it is written. The plate is almost in its final design, and the Department of Public Safety is currently reviewing it for reflectivity purposes. Provided the Transportation Committee passes the bill, the license plates may be issued until the Director of DMV issues notice that it will no longer be allowed. It is not restricted to a single year issuance. It does not have a specific end date as the 125th did.

Assemblyman Hogan:

What date was Nevada admitted to the Union? Can you tell us on what date we will celebrate Nevada's admission to the Union with the new license plate?

Troy Dillard:

A committee is engineering a yearlong celebration with numerous events scheduled throughout the year in 2014. Part of the funds for the plate are going to further historical purposes in Nevada. This is almost like a cultural and historical society fund to take care of issues related to the history of Nevada. I do not know if there is a specific date for a large function, but there is a committee reviewing those very things.

Chairman Carrillo:

We have many people who are considered snowbirds and we do not have any means of showing, other than the fact that they are from out of state, they are not considered a resident. This is a 30-day thing. Can you elaborate how that is factored in? We have the Constable's Office tagging these people at \$100 per occurrence and then they come back and show they are not residents of Nevada. They are not registered to vote here; they own property here, but their primary residence is in another state. Can you give me more information about this?

Terri Carter:

As the law currently stands, if you are in the state more than 30 days you are required to register your vehicles here. When this situation was brought to my attention, I contacted the Constable's Office. There was a difference of opinion in how the statute was interpreted. Senator Parks received a formal Attorney General's opinion that clarified that the intent of the law was never to enforce these processes against those that truly are snowbirds. Since we followed up with the Constable's Office and brought the Attorney General, I have not received a complaint in many months. If there are still ongoing issues with that, they have not been brought forward to us. If you find a case, I would be happy to address that with the Constable's Office.

Chairman Carrillo:

Are there any questions from the Committee members? [There were none.]

Troy Dillard:

I spoke with the Constable's Office last week. There is a seasonal resident card that is available for individuals who are in Nevada but do not actually live here. If they have a seasonal resident card, the Constable's Office informs me they will not cite those individuals for the violation.

Chairman Carrillo:

I have a constituent who was having a problem with this and they still were cited. They had gone to DMV and received the seasonal resident ID card and the Constable's Office said it was not their problem. It is still an issue. Does the snowbird have to show the card when they get to the Constable's Office?

Troy Dillard:

As long as they show they have a seasonal resident ID card then they cannot cite the individual. There is nothing for them to place on their vehicle.

Assemblyman Hardy:

Is the seasonal resident ID available on the kiosk system?

Troy Dillard:

No, the ID is not available. You come in just as you would for an identification card or a driver's license. You show your proof of residence in another state and you are eligible to receive the seasonal resident ID card.

Assemblyman Hardy:

This is a problem in Mesquite because we have close to 4,000 snowbirds.

Terri Carter:

If you have a constituent who falls into that, and for some reason the department does not have an opportunity to intervene, those individuals have 30 days to pay the fee to the Constable's Office. If not, they can go through the normal court process. Although it takes time out of their schedule, they certainly can go into a court of law and show they are not a resident. The court then has the ability to dismiss that ticket.

Chairman Carrillo:

I am bringing this bill forward.

James Wright, Deputy Director, Department of Public Safety:

I would like to introduce our director, Chris Perry.

Chris Perry, Director, Department of Public Safety:

The Department of Public Safety's (DPS) mission statement is on page 2 of our presentation ([Exhibit F](#)). We currently have a staff of approximately 1450 authorized employees. We have a vacancy level of 77.54 full-time equivalents (FTE) or 9.4 percent in our sworn staff of 821. We have a vacancy level of 43.51 FTE or 7 percent in our civilian staff of 627.

The Director's office establishes policy for the Department. We provide general direction and control over the operations of the Divisions and various offices of the Department. We also provide legal, audit, human resources, fiscal, and evidence services. Our centralized evidence function has three vaults throughout Nevada: One each in Elko, Reno, and Las Vegas. We have a human resources division that takes care of recruitment and selection, workplace safety, and employee management relations. Our fiscal administrative components provides fiscal oversight, accounting, budgeting, timekeeping and payroll, and contracts management. Our funding source is cost allocated through all of the individual DPS Divisions. We currently have 32.53 FTEs in the Director's office.

The Department of Public Safety (DPS) has 8 divisions and 3 offices: Capitol Police, Emergency Management and Homeland Security, our largest agency is the Nevada Highway Patrol, Investigations Division, our second largest division is Parole and Probation, Records and Technology General Services Bureau, State Fire Marshal, and Training. Criminal Justice Assistance, Office of Professional Responsibility and Office of Traffic Safety are also assigned to DPS. We provide administrative support to the Parole Board, but we do not supervise them directly.

There is a brief organization chart on page seven of the presentation. It shows the Director, Deputy Director, and individual divisions.

The Capitol Police is a law enforcement service-oriented organization to enhance the safety of persons on designated State property and prevent loss or damage. They are responsible for, but not limited to, the State Capitol, the Supreme Court in Carson City, the Attorney General's office, the Grant Sawyer Building, and the Governor's mansion. There are patrols designated at state locations within the Carson City and Las Vegas areas. The funding source comes through Buildings and Grounds assessment and is a General Fund category. Capitol Police currently has 27 FTEs.

Emergency Management and Homeland Security coordinates efforts of various entities to reduce impact of emergencies. They have oversight and coordination of statewide emergency preparedness, mitigation and response planning. They assure readiness to respond to and recover from natural and human-caused emergencies. In concert with the Investigation Division, Homeland Security monitors information developed through the Nevada Threat Analysis Center (NTAC) and other entities pertaining to possible threats. The Division of Emergency Management Administrator also functions as the Homeland Security Advisor to the Governor. The biggest function is to administer a lot of federal grants. They issue the subgrants to a number of agencies throughout the state and monitor subrecipient grant performance and expenditures. The funding sources come from federal and General Fund dollars. The Division currently has 33 FTEs.

The primary function of the Highway Patrol is to enforce traffic laws on highways in Nevada. They investigate traffic collisions, assist stranded motorists, and enforce and regulate motor carriers transporting cargo and hazardous materials. Under the Dignitary Protection Detail, they provide security to the Governor and First Family.

The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states to reduce the number and

severity of crashes and hazardous materials incidents involving commercial motor vehicles. The goal of MCSAP is to reduce commercial motor vehicle involved crashes and fatalities through consistent uniform and effective commercial motor vehicle safety programs. The Department of Public Safety (DPS) regulates most large vehicular traffic through the state of Nevada by mobile roving enforcement or checkpoints on our large interstate highways. We also do compliance reviews where we go out to organizations and assess their abilities to effectively work in a commercial vehicle environment.

The Highway Patrol manages a criminal interdiction program through the use of interdiction officers, K-9s and other interdiction tools. The primary funding source is the State Highway Fund. They do have some federal funds and the General Fund is specifically allotted to the Dignitary Protection Detail. They currently have 632 FTEs, 10 motor carrier FTEs and 5 Dignitary Protection FTEs.

The Nevada Highway Patrol did submit two bill draft requests (BDRs), Senate Bill 42 and Senate Bill 43. We can discuss those if you wish to at a later point in time.

James Wright, Deputy Director, Department of Public Safety:

The Investigations Division supervises narcotic task forces in partnership with other law enforcement agencies, which encompass 11 of 17 counties. Per *Nevada Revised Statutes* 480.460, it provides criminal investigations and polygraph services upon request to law enforcement agencies and prosecutors. Through the participation and supervision of multi-agency task forces, NHP conducts investigations concerning the manufacture, sale, possession, and trafficking of illicit and prescription controlled substances statewide. They collect, analyze, and disseminate criminal intelligence and information pertaining to domestic and international terrorism to citizens and infrastructure through NTAC. These efforts are also coordinated with other local, state, and federal partnerships in Nevada and nationally. Narcotic task forces cover 11 of Nevada's 17 counties. The Division helps staff the Nevada Threat Analysis Center that is located in Carson City. The Investigations Division locates and apprehends fugitives wanted for sex crimes, crimes of violence, and narcotics, with emphasis on persons wanted for charges stemming from warrants originating from DPS cases. The Division also investigates crimes involving vehicle theft and fraud. The primary funding source is the General Fund and they have 53 FTEs.

Our Parole and Probation Division monitors and enforces offender compliance with their conditions of supervision: probation, parole, and inmates on residential confinement. They assist offenders with reintegration into society,

while protecting the community. They collect restitution and distribute to victims, conduct pardons investigations, prepare presentencing investigations, and prepare post-conviction reports. In the Governor's recommended budget, the parole function will be transferred to the Department of Corrections (DOC). The primary funding sources are the General Fund and supervision fees. There are currently 453.98 FTEs.

Ratios of general supervision are 80 offenders to 1 officer, sex offender is 45 offenders to 1 officer and intensive high-risk supervision is 30 offenders to 1 officer. This proposal to transfer the parole function to DOC involves 71 sworn and 34 related support positions. It supports an expanded, continuing care, improves reentry services, expands community corrections, and improves communications. It aligns with the objective to reduce repeat criminal activity within the public safety core function.

Our Records and Technology Division is made up of a Records Bureau. It is the repository for Nevada's records of criminal history. Its funding sources are through court assessments and fees for services. It also administers the Nevada Criminal Justice Information System (NCJIS). The NCJIS is a clearinghouse for criminal history and crime statistic information. It serves as the FBI's Criminal Justice Information System Agency for Nevada and provides a portal for all Nevada law enforcement agencies to access criminal history information.

The Records Bureau also has the Sex Offender Registry. They assign offender tier levels based upon the seriousness of offenses, provide law enforcement and the public with registered sex offender information, and increase public awareness via public website to prevent encounters with sexual offenders.

The Brady Point of Sale program conducts name-based background checks on individuals purchasing or redeeming a firearm. We have set records in the state since Black Friday. Sales from that point on have skyrocketed throughout the nation. They have put a tremendous number of hours in dealing with all of the gun sales. Calendar year 2012 represented a record number of more than 109,000 transactions. We see that continuing into calendar year 2013.

The Fingerprint Unit conducts fingerprint identification and support services for statewide arrests. It also conducts fingerprint-based background checks required by statute for certain occupations and for permits to carry concealed weapons.

Assemblyman Anderson:

When you purchase a gun, there are two checks that take place. There is the Brady check that happens on the federal level, and then we do an additional check at the state level and charge the gun purchaser for that. Is there a reason there is a duplicate check?

Chris Perry:

There is a single check that is actually two parts. One is the federal check. The other checks local criminal history that might not be contained within the federal databases. So there may be a disqualifier that we have locally that the Federal Bureau of Investigation or National Criminal Investigation Center (NCIC) does not have.

Assemblyman Anderson:

Can you give me an example of what that would be?

Chris Perry:

One example is a domestic violence charge and conviction. This would not necessarily be in an NCIC conviction unless it was a felony. That might be a local charge that might not show up if we did a federal check, but it is a disqualifier for owning a firearm in Nevada.

Assemblyman Anderson:

There is also a fee for that. At the federal level they do not charge and it is part of the Brady Bill because it was a second amendment right. Yet we are charging to access that right here in Nevada.

Chris Perry:

This is a recovery cost for the time an individual uses to perform the check. Our criminal base repository is a cost-based organization.

Chairman Carrillo:

Are there any questions from the Committee members? [There were none.] Is there a training program and do you monitor it to ensure they meet certain standards through the Motorcycle Safety Foundation (MSF)? Do schools present information that they are able to be a provider for safety training?

Chris Perry:

Yes, we do. The Motorcycle Safety Foundation (MSF) is the parent organization. The name of what we roll out is the Nevada Rider Motorcycle Safety Program. They have a set curriculum they must follow that is specific to the MSF's grant process. I went through the course in September. Even if you do not want to ride a motorcycle, I would highly recommend

the course. It gives you a very different view on how to operate a motor vehicle around motorcycles. Once you know the strategies riders use, it makes you a much safer driver even in an automobile.

Chairman Carrillo:

Are there any questions from the Committee members? [There were none.]
Is there any public comment?

Walt Ratchford, Private Citizen, Carson City, Nevada:

There are traffic problems in Boulder City on Sunday afternoons. The bypass for Interstate 11 has been planned. For \$400 to \$500 million, it is going to be a long time before it is funded and completed. There is not a schedule for completion. It could be as many as 20 years. If it is 20 years that is 1,040 Sundays Boulder City will have to go through that problem. I have a proposal for a temporary bypass to put an overpass from Highways 95 and 93 at Veterans Memorial Drive. Route the traffic down Industrial Road, and another overpass to bring it back to Highway 93.

Chairman Carrillo:

Mr. Ratchford, Committee members have this information on Nevada Electronic Legislative Information System (NELIS) ([Exhibit G](#)) so they will be able to go over what you have submitted. This is a great idea; we need to make sure it is funded. This will go through a different committee.

Walt Ratchford:

I also wanted to discuss the bypass around Carson City ([Exhibit H](#)). The schedule is to pave the road starting in 2015 and finish in 2016. The proposed interchange would start in 2016 and complete in 2018. That interchange is not needed. The only through traffic is Spooner Grade to Lake Tahoe. That traffic is very light. With the proposed interchange they have, the southbound traffic to Gardnerville and Minden will still have to stop at a traffic light, even though there is an interchange. If that interchange is eliminated, the bypass could be open in 2016 and could save \$65 million.

Chairman Carrillo:

Thank you very much for your time and waiting for public comment.

Walt Ratchford:

Patience is worth it because if we can save \$65 million in two years that is a considerable sum.

Chairman Carrillo:

Are there any others for public comment? [There were none.]

The meeting is adjourned [at 5:20 p.m.].

RESPECTFULLY SUBMITTED:

Jacque Lethbridge
Committee Secretary

APPROVED BY:

Assemblyman Richard Carrillo, Chair

DATE: _____

EXHIBITS

Committee Name: Committee on Transportation

Date: February 7, 2013

Time of Meeting: 3:19 p.m.

Bill	Exhibit	Witness / Agency	Description
	A		Agenda
	B		Attendance Roster
	C	Andrew J. MacKay, Chair, Nevada Transportation Authority, Department of Business and Industry	Nevada Transportation Authority, Information Package for Assemblyman Richard Carrillo, Chair, Assembly Committee on Transportation
	D	Troy L. Dillard, Interim Director, Nevada Department of Motor Vehicles; Deborah Cook, C.P.M., Administrator, Administrative Services Division; Terri L. Carter, Administrator, Management Services and Programs Division; Mark Froese, Administrator, Division of Information Technology Wayne A. Seidel, P.E., Administrator, Motor Carrier Division; Rhonda Bavaro, Administrator, Division of Central Services and Records Management; Donnie Perry, Administrator, Division of Compliance Enforcement	Department of Motor Vehicles, Department Overview
	E	Mark Froese, C.P.M., Administrator, Division of Information Technology	Assembly Transportation Committee Presentation
	F	James Wright, Deputy Director, Department of Public Safety; Chris Perry, Director	Nevada Department of Public Safety, Department Overview, Assembly

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			Committee on Transportation
	G	Walt Ratchford, Private Citizen, Carson City	Item 1 (Boulder City)
	H	Walt Ratchford, Private Citizen, Carson City	Item 2 (Carson City)