

Assembly

MINUTES OF MEETING - WAYS AND MEANS COMMITTEE - NEVADA STATE LEGISLATURE
55th SESSION FEBRUARY 19, 1969

The meeting was called to order by Chairman R. Young at 10:20 A.M. in the Ways and Means Room.

Present: R. Young, Howard, Glaser, Jacobsen, F. Young, Bowler, Ashworth, Webb, Close

Absent: None

Motor Pool

The \$74,000 as stated in the Budget is for as many cars as they can trade in. The \$50,000 supplemental is to add to the number of cars.

Mr. Bowler asked at what age do you sell the cars? Mrs. Hicks stated that Motor Pool cars are different, they are taken from other agencies when their cars are going to be traded in.

Mr. Bowler wondered what percent of your cars utilized in the Motor Pool are cast-offs from the other agencies. Mrs. Hicks said it would be estimated at 75% at the present time. Not too many cars have been bought from the Motor Pool. Approximately 50% and 75% of the cars have been turned in by agencies.

Mr. Ashworth suggested that we need a supplemental Budget on original cost value so we could see what the actual depreciation is, then we would have a good idea what we have to throw back into the Motor Pool.

Mr. Bowler commented that we don't have a guideline or some formula to determine when the cars are going to be turned in, when it is being disposed of, and how long it is going to be used.

Mr. Glaser suggested that Mr. Phelps, Mr. Oliver, and Mr. Shaw get together and develop a method or technique accurately showing to Senate Finance and Ways and Means the condition of the pools, and the Revolving Fund. We need a little bit more accounting and detail.

Mr. Howard noted that going back through the 1967 Budget for auto it was budgeted at \$62,000, can Mr. Phelps explain this.

Mr. Phelps stated that in the authorization act this non-general fund authorization provides that the chief of the Budget may authorize the augmentation to a given office from any other State agency or from the Federal Government.

Mr. Ashworth moved that we hold this pending until more information is obtained.

General Service Working Capital Fund

Mr. Ashworth moved DO PASS.
Mr. Webb seconded the motion.
Motion passed Unanimously.

Buildings and Grounds Statewide Leases

Mr. Ashworth moved a DO PASS.
Mr. Webb seconded the motion.
Motion passed Unanimously.

Purchasing Division

Mr. Webb recommended that we cut out the truck if it could be purchased for the Motor Pool.

Mr. Howard recommended certain unclassified salaries - these recommendations were approved.

Mr. Ashworth moved the adoption of the salaries of the Purchasing.
Mr. Bowler seconded the motion.
Motion passed Unanimously.

These salaries we are setting should establish the maximum limits. If any vacancies exist that agency should not pay top salary.

Mr. Glaser moved that Purchasing Division be adopted as amended.
Mr. Bowler seconded the motion.
Motion passed Unanimously.

Surplus Property Section

Mr. Ashworth moved a DO PASS.
Mr. Howard seconded the motion.
Motion pass Unanimously.

Personnel Division

Mr. Howard moved that Contract Services be set at \$450 for each year.
Mr. Bowler moved that we defer this until further study.

Meeting recesses.

Meeting came to order at 2:15 P.M.

Mr. Tom Kean, Mr. Bob Quinn, Mr. Jim Bailey, and Mr. John Carr were present to discuss the Tax Commission.

The \$150,000 that has been going into the Tax Commission is illegal. The Tax Commission gets 6¢. Their income is \$148,000. They expend \$48,000, that leaves a hundred thousand dollars for the Tax Commission to run their department. The Tax Commission should get 1% of the local School Tax. That's the 1% sales tax and it would then equal \$135,000 which they say they are not getting.

Mr. Quinn said there are two problems (1) Whether you are going to contemplate transferring the collection of the gasoline tax to the Department of Motor Vehicle. An amendment was made that the gasoline tax would stay with the Tax Commission. (2) If you transfer the Gas Tax to D.M.V. you were going to short the Tax Commission approximately a hundred thousand dollars.

Chairman Young asked how these places where trucks buy gas keep track of truck gas and auto gas.

Mr. Quinn stated that if a truck buys gas he still pays tax. The driver has a cab card saying he has filed an application and qualifies as a user. They sell the gas and he reports the tax on a monthly basis. If he doesn't have the card they collect the tax from him. The tax collection from gasoline are close to \$18,000 on auto gasoline. Deisel fuel close to \$2,000,000. The \$150,000 was simply an appropriation made by the Finance Committees to the Tax Commission from the Highway Fund. Every year you have an appropriation from the Highway Fund to non-highway agencies.

Mr. Carr commented that as of our current administration there has been a complete overhaul of the Tax Commission to a functional organization. All these functions have been combined under one revenue department, we have done this with a reduction in personnel. We have been able to administer the real property tax and also the school support tax with no increase in personnel or funds. We were able to point our figure to direct cost that we can say we support the motor fuel tax administration directly in the areas of about \$48,000.

In-directly how much of the cost of the telephones and how much cost of the rental would be tied directly to the Motor Vehicle fuel tax. We have no way of knowing, but it is over \$48,000. The figure overhead equals or more than equals the cost of operation. We have an unalterable work load in the Tax Commission, except in the division of assessment standards.

Chairman Young commented that the statement was made that if we transfer to Motor Vehicle you could transfer two men. Mr. Bailey: We feel for a level and smooth exchange that the man who is now heading it up should come to our department and they should fill his spot with another person. We also have 34 people in the registration section. If we transfer this to D.M.V. we would have to put this into registration.

Mr. Close asked Mr. Bailey to explain the reasoning. Mr. Bailey stated that he felt the gas tax should go in there for collection. The Highway Dept. has felt that the Tax Commission has done a good job. One of the best things we could do for the trucking industry is to consolidate.

Mr. Jacobsen asked if Motor Vehicle has enough outside auditors to do exactly the same thing the Tax Commission is doing now. Mr. Bailey said he felt they can do it, in many cases they are auditing those people now.

Mr. Jim Wittenberg, Personnel Division was present to discuss Contract Services and Data Processing.

Mr. Wittenberg stated that the primary thing for Contract Services would be for training in developing particular programs. Sometimes it is necessary to bring people in - that would cover the large part at least \$2,000 for that purpose. We have one position in the Budget for training, in addition to this \$2,250 for training resource. One other use from time to time is doing a study in a particular area that might be highly technical and we bring in an expert to help us, e.g. We recently contracted examinations for auditing.

Mr. Glaser: On this Electronic Data Processing you indicated you would use this primarily to type applications, put it on the machine then you would have a reserve, then when you have an applicant you can pull out certain classifications.

(1) How much good would this recall be in a year and (2) Would you also use this to put the employee now in service or to see if a certain employee had certain qualifications.

Mr. Wittenberg commented that this is one of the many reasons. To the second question, it would also involve all the employees in the State service. With the money provided in the Budget last session we automated the payroll, that's all that has been done. The next part of the project would be to capture all the information relative to employees that we now have, the last would be the skilled employee. Every agency in State government we would identify with a number. We would assign a number in every agency, and having that accomplished we could tell whether the position was filled, when it was vacant, and how long it was vacant. Now it is done manually. Another would be eliminating duplication of records. Every agency has a complete set of employee records. This could be reduced through the use of terminals.

Motor Pool

Mr. Webb moved that we take Motor Pool as it is.

Mr. Glaser moved that we approve the Personnel Budget as amended. Mr. Ashworth seconded the motion.
Motion passed Unanimously.

Meeting adjourned at 5:00 P.M.

February 7, 1969

MOTOR POOL VEHICLES
AGE AND MILEAGE BREAKDOWN

AGE

TOTAL	1 Year Old				2 & 3 Years Old				4 & 5 Years Old				6 Years & Over			
	%	No.	Year of Make	No.	%	No.	Year of Make	No.	%	No.	Year of Make	No.	%	No.	Year of Make	No.
CARS: Total 189	14	26	1968	26	36	69	1966 1967	17 52	32	60	1964 1965	24 36	18	34	1960 1961 1962 1963	3 10 5 16
PICKUPS: Total 23	22	5	1968	5	8	2	1967	2	22	5	1964 1965	4 1	48	11	1957 1958 1959 1960 1961 1962 1963	1 2 3 1 2 1 1

MILEAGE

	Less Than 20,000		20,000 to 40,000		40,000 to 60,000		60,000 to 80,000		80,000 & Over	
	No.	%	No.	%	No.	%	No.	%	No.	%
CARS:	41	22	35	19	47	25	39	21	27	13
PICKUPS:	7	30	4	17	5	22	3	14	7	30



STATE OF NEVADA
DEPARTMENT OF ADMINISTRATION
CARSON CITY, NEVADA 89701

PAUL LAXALT
Governor

BUDGET DIVISION PERSONNEL DIVISION PURCHASING DIVISION DATA PROCESSING DIVISION BUILDINGS & GROUNDS DIVISION

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MOTOR POOL CARS
AUCTIONED IN 1967 AND 1968

DATE OF SALE	MODEL	MAKE	SELLING PRICE
6/3/67	1958	Chev. 4 Dr. Sedan	\$ 160.00
	1959	Ford 4 Dr.	140.00
	1960	Dodge 4 Dr. Seneca	150.00
	1960	Dodge 4 Dr. Sedan	140.00
	1960	Dodge 4 Dr. Seneca	50.00
	1960	Studebaker 4 Dr. Sedan	115.00
	1960	Ford 4 Dr. Sedan	250.00
	1960	Ford 4 Dr. Sedan	220.00
	1960	Ford 4 Dr. Sedan	280.00
	1960	Ford 4 Dr. Sedan	170.00
	1961	Ford 4 Dr. SW	210.00
	1961	Ford Ranch Wagon	210.00
	1961	Ford 4 Dr. Sedan	170.00
	1961	Studebaker 4 Dr. Sedan	240.00
	1961	Ford 4 Dr.	255.00
	1962	Studebaker 4 Dr. Sedan	200.00
	1962	Ford 4 Dr. Galaxie	300.00
	1962	Ford 4 Dr.	320.00
	1963	Dodge 4 Dr. Sedan	260.00
	1963	Dodge 4 Dr. Sedan	245.00
	1963	Dodge 4 Dr. Sedan	280.00
	1963	Dodge 4 Dr. Sedan	410.00
	1963	Dodge 4 Dr. Sedan	320.00
	1963	Dodge 4 Dr. Sedan	420.00
	1963	Dodge 4 Dr. Sedan	325.00
		Sub-Total 1967	<u>\$5,840.00</u>
4/3/68	1953	Willys Station Wagon	\$ 355.00
	1955	Ford Express Truck	277.50
	1956	Chevrolet Sedan	126.00
	1960	Ford Ranch Wagon	218.00
	1962	Studebaker Lark Sedan	226.00
	1964	Dodge Sedan, Police	237.97
			Continued



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DATE OF SALE	MODEL	MAKE	SELLING PRICE
6/15/68	1959	Ford Sedan	\$ 150.00
	1960	Chev. Station Wagon	170.00
	1960	Ford Sedan	102.00
	1960	Dodge Seneca Sedan	150.00
	1960	Ford Fairlane Sedan	120.00
	1960	Ford Fairlane Sedan	150.00
	1960	Chev. Station Wagon	190.00
	1961	Ford Fairlane Sedan	210.00
	1961	Ford Fairlane Sedan	170.00
	1961	Ford Ranch Wagon	170.00
	1961	Ford Fairlane Sedan	180.00
	1962	Studebaker Lark Sedan	140.00
	1963	Ford Galax. Sta. Wagon	400.00
	1964	Dodge Sedan	350.00
	1964	Dodge Sedan	340.00
	1964	Dodge Sedan	360.00
	1964	Ford Station Wagon	410.00
	1964	Dodge Sedan	400.00
	1964	Dodge Sedan	280.00
	1964	Dodge Sedan	320.00
	1964	Dodge Sedan	360.00
	1964	Dodge Sedan	350.00
	1965	Dodge Polara Sedan	250.00
10/5/68	1958	Ford Sedan	150.00
	1960	Ford Sedan	120.00
	1964	Rambler Sedan	370.00
	1964	Ford Sedan	480.00
	1965	Dodge Sedan	360.00
		Sub-Total 1968	\$ 8,642.47
		Total 1967 - 1968	\$14,482.47
		Less Administrative Charge	434.48
		Grand Total	<u>\$14,047.99</u>