

**MINUTES OF THE  
SENATE COMMITTEE ON TRANSPORTATION**

**Seventy-ninth Session  
May 4, 2017**

The Senate Committee on Transportation was called to order by Chair Mark A. Manendo at 9:07 a.m. on Thursday, May 4, 2017, in Room 2135 of the Legislative Building, Carson City, Nevada. The meeting was videoconferenced to Room 4412E of the Grant Sawyer State Office Building, 555 East Washington Avenue, Las Vegas, Nevada. [Exhibit A](#) is the Agenda. [Exhibit B](#) is the Attendance Roster. All exhibits are available and on file in the Research Library of the Legislative Counsel Bureau.

**COMMITTEE MEMBERS PRESENT:**

Senator Mark A. Manendo, Chair  
Senator Kelvin Atkinson, Vice Chair  
Senator Don Gustavson  
Senator Scott Hammond  
Senator Patricia Farley

**GUEST LEGISLATORS PRESENT:**

Assemblyman James Ohrenschall, Assembly District No. 12  
Assemblywoman Robin L. Titus, Assembly District No. 38

**STAFF MEMBERS PRESENT:**

Michelle Van Geel, Policy Analyst  
Darcy Johnson, Counsel  
Tammy Lubich, Committee Secretary

**OTHERS PRESENT:**

Scott A. Edwards, President, Southern Nevada Conference of Police and Sheriffs; President, Las Vegas Peace Officers Association  
Mike Ramirez, Las Vegas Police Protective Association Metro, Inc.  
Robert Roshak, Executive Director, Nevada Sheriffs' and Chiefs' Association  
Jude Hurin, Administrator, Management Services and Programs Division, Department of Motor Vehicles  
Kelly Crompton, City of Las Vegas

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David Cherry, City of Henderson  
John M. Terry, P.E., Assistant Director, Engineering/Chief Engineer, Department  
of Transportation  
Sean Sever, Director of Communications, Department of Transportation

CHAIR MANENDO:

We will begin the meeting with Assembly Bill (A.B.) 252.

**ASSEMBLY BILL 252**: Authorizes a peace officer or retired peace officer to request the display of an alternate address on his or her driver's license or identification card. (BDR 43-692)

ASSEMBLYWOMAN ROBIN L. TITUS (Assembly District No. 38):

I am honored to present A.B. 252, which I have titled the Peace Officer Protection Bill. This is especially relevant today because of the ceremony outside on the Capitol Mall for the 2017 Nevada Law Enforcement Officers Memorial.

Assembly Bill 252 allows for peace officers in Nevada to withhold their home addresses from being printed on their driver's licenses or identification cards. The alternate address to be displayed on their card will be the address of their employer such as the sheriff's office or police department. A retired peace officer may also request an alternate address to display on their driver's license.

Both the retired peace officers and those still serving must still provide their home and mailing address to the Department of Motor Vehicles (DMV) when they apply for, or renew their driver's licenses.

California has taken measures to protect the privacy of all public officials, including police officers, by not making any of their private information accessible to the public. Other states, including Arizona, Wyoming, and Georgia allow for the display of a post office (P.O.) box or other mailing address on a driver's license to protect the privacy of the license holder.

After submitting this bill, several other issues regarding privacy were brought forward, such as allowing private citizens to use a P.O. box on their driver's licenses and allowing people such as fire inspectors and others who are involved in investigations to use alternate addresses the way this bill allows for peace

officers. However, an amendment along these lines would not be germane to A.B. 252.

I reached out to DMV after a father came to me and stated that he did not want his 16-year-old daughter's identification on her driver's license. I heard his concern, and DMV assured me that a person could now provide his or her P.O. box for identification on their driver's license as long as there is a physical address kept at the DMV. The difference in this bill is that it allows for an alternate physical address.

Section 2 of the bill allows a peace officer or a retired peace officer to request the DMV to use an alternate address on a driver's license. The alternate address must be the address of the peace officer's employer. This section also requires that a peace officer still provide his or her home and mailing addresses to DMV for mailing purposes.

In section 3, the bill applies the same provisions as section 2 to any request for an alternate address for an identification card.

In section 4, the bill applies the same provision as section 2 to any request for an alternate address on a commercial driver's license or commercial learner's permit.

It is important that we continue to make an effort to protect those who protect us. I encourage your support of A.B. 252.

SCOTT A. EDWARDS (President, Southern Nevada Conference of Police and Sheriffs; President, Las Vegas Peace Officers Association):

I also represent the correction officers at the City of Las Vegas Jail, and we are in support of A.B. 252 to help protect our officers.

We spend a lot of time with a vast collection of inmates from misdemeanants up to murderers who, due to our close proximity, hear our conversations every day. Consequently, inmates know many things about the officers. Being able to have a P.O. box or a different address will help protect officers and their families should an inmate have a dispute with the officer.

MIKE RAMIREZ (Las Vegas Police Protective Association Metro, Inc.):  
We are in support of A.B. 252.

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ROBERT ROSHAK (Executive Director, Nevada Sheriffs' and Chiefs' Association):  
We are in support of A.B. 252

SENATOR FARLEY:

Does changing the address on your ID go far enough? People can still get the home address by googling your name or looking at home documents.

MR. RAMIREZ:

There is nothing that can be done; if they want to find you, they will find you. This is just another step to help block the procedure. We are allowed to take our address off the assessors block, but if my name is Googled, all my information is in there.

JUDE HURIN (Administrator, Management Services and Programs Division, Department of Motor Vehicles):

We are currently working on enhancing our computer system to allow an individual to have the option to choose the P.O. box. If they do not choose the P.O. box, the system would default to the physical address. This option should be available after the Session. The DMV Website will also be updated to keep the public informed.

ASSEMBLYWOMAN TITUS:

This is an important issue for all citizens in the State to help protect our identities.

CHAIR MANENDO:

I will bring this back to the Committee.

SENATOR HAMMOND MOVED TO DO PASS A.B. 252.

SENATOR FARLEY SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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We will open the hearing on A.B. 364.

**ASSEMBLY BILL 364 (1st Reprint)**: Directs the Department of Transportation, in cooperation with Clark County, the City of Las Vegas, the City of Henderson and the Regional Transportation Commission of Southern Nevada to conduct an interim study concerning roadway traffic and safety. (BDR S-1115)

ASSEMBLYMAN JAMES OHRENSCHALL (Assembly District No. 12):

I have always represented the eastern side of Las Vegas, and traffic is the one problem that is getting worse for our constituents. Many constituents have asked why there is not an extra on- or off-ramp at East Sahara Avenue or where South Nellis Boulevard meets Flamingo Road on the south end of town.

Why is there such a long line in the mornings to get on Interstate 515 (I-515) and US Highway 95 at East Charleston Boulevard, which is the closest freeway entrance for constituents on Sunrise Mountain Drive in Sunrise Manor? There are mornings you can see the traffic lined up along East Charleston Boulevard going north on North Lamb Boulevard, people in a queue hoping to get to work or take kids to school.

In the evening coming home, the traffic on the freeway will be backed up at East Charleston Boulevard. There are similar stories of how dangerous South Eastern Avenue and Interstate 215 (I-215) are and how improvements are needed on the east side of Las Vegas.

The east side has a lot of traffic challenges. I am not a traffic or civil engineer, and I do not know if it is feasible to build an on- or off-ramp. My goal with A.B. 364 was to ask the experts at the Department of Transportation (NDOT) and reach out to the local governments that are affected and the Regional Transportation Commission of Southern Nevada (RTC). The east side includes part of the east side of the City of Las Vegas, part of the City of Henderson, parts of unincorporated Clark County, and different townships; then we have the RTC that is trying to bring everything together and make things work.

With the passage of A.B. 364, there will be recommendations to make traffic less snarled, less gridlocked, and reduce serious crashes on the east side. There have been improvements, but more improvements can be done.

SENATOR GUSTAVSON:

Why do we need this bill if studies are being done on a regular basis? Do you have any idea when studies were done in this particular area?

ASSEMBLYMAN OHRENSCHALL:

I believe NDOT will be testifying, and I do not want to speak for them. There are ongoing studies, and past studies have been conducted.

During the Assembly hearing, Michael Dias, who served on the Sunrise Manor Town Board for about 30 years, talked about presentations from NDOT showing increased access to the freeway on the eastern side. Unfortunately, he was not able to make this hearing. There have been studies in the past and with A.B. 364, maybe there will be a harmonious study to look at the whole area.

Crashes per capita are a problem all over Clark County. Intersections like South Nellis Boulevard and East Charleston Boulevard, and North Eastern Road and I-215 on the east side have more crashes than are fair. Many of these streets, like Nellis Boulevard are State routes. Testimony in the Assembly stated this could be incorporated into ongoing studies, and there would be a zero fiscal impact.

SENATOR GUSTAVSON:

I will direct my questions to NDOT.

SENATOR FARLEY:

Why has this not been made more of a priority?

ASSEMBLYMAN OHRENSCHALL:

The Sunrise Manor and Sunrise Mountain area is one of the older parts of town. There was talk about a decade ago of extending the I-215 to have service to the northeast, but it did not happen, and there was not much support to run Interstate 11 (I-11) behind Sunrise Mountain. If I understood the consensus, the path of I-11 is going to follow US Highway 95. Due to the historical nature of that part of town and being close to Nellis Air Force Base, there was not a lot of freeway access. With the growth now, there are a lot of families who need to get to work and want to use the freeway. Due to the limited freeway access, it can take half an hour to an hour to get to work.

SENATOR HAMMOND:

There is continual analysis of urban planning as to where we are going to put our roads and how to move people in the Las Vegas Valley. I am curious to find out why we need to look at this particular part of town.

ASSEMBLYMAN OHRENSCHALL:

There have been studies, and as Senator Gustavson stated, the price tags on some of the projects have been an issue. I believe there are unique traffic challenges in terms of gridlock and serious crashes on the east side of town.

KELLY CROMPTON (City of Las Vegas):

We are in support of A.B. 364. A 20-year master plan has recently been completed in which a portion of this area has been looked at. The study required in A.B. 364 would be helpful in the connectivity to those areas and the downtown area.

DAVID CHERRY (City of Henderson):

We are in support of A.B. 364. There are tens of thousands of residents living in the City of Henderson and working in other parts of southern Nevada. We all share an interest in making sure traffic is efficient and our highways and roads are safe. This study will help with both those issues.

Congestion also affects air quality and commerce. When people are spending time in traffic, they are not doing their jobs or out at the malls. Families are affected by the poor air quality, and we do not want to see kids getting asthma.

JOHN M. TERRY (P.E., Assistant Director, Engineering/Chief Engineer, Department of Transportation):

The Department of Transportation is neutral on A.B. 364. There are numerous studies that would relate to A.B. 364, but there is no ongoing study directly addressing everything in this bill.

If A.B. 364 passes, NDOT would have to do an additional study to meet all the requirements. A fiscal note was not submitted because this is a study NDOT would need to do to address safety at this end of the Valley as part of our normal course of action. The eastern part of Las Vegas has been a challenge for years, and I will acknowledge there are some serious transportation challenges.

The Charleston Interchange has always been a challenge. There is an ongoing project to improve the Charleston Interchange and the auxiliary lanes between South Charleston Boulevard and South Eastern Avenue along the I-515. This project is in design and in the environmental process. There is a major traffic study throughout the freeway system in southern Nevada with a very strong emphasis on the I-515 freeway.

The NDOT was also part of adding the RTC of southern Nevada as part of the coordinating agency for A.B. 364.

CHAIR MANENDO:

What is the time frame on the auxiliary lane between South Charleston Boulevard and South Eastern Avenue?

MR. TERRY:

The project should be under construction in fiscal year 2017-2018.

CHAIR MANENDO:

I believe you will report to the next Legislative Session with the results of the study.

SENATOR HAMMOND:

I have not seen this before. Is it normal for this type of request to go through statute, and will we be setting a precedent?

MR. TERRY:

There have been a number of studies over the years that we have had to report the results to the Legislature, but they are usually a statewide type of report. This is the first, to my knowledge, of a specific traffic study based upon a bill, that would have to be reported to the Legislature. I could be incorrect, but I do not believe NDOT has ever had to do that before. If the agencies and the Legislature want NDOT to do a study, we do not need a bill to tell us we have to.

I would like to add, we could complete all of the elements that are within the bill and report to the Legislature, but it will be tight.



SENATOR HAMMOND:

The question is will this bill set a precedent? Your answer is, you get a lot of requests for statewide studies, but not necessarily by statute for a specific area.

SEAN SEVER (Director of Communications, Department of Transportation):

The Department understands there is a problem, a study is necessary, and we look forward to working with the Committee either way.

CHAIR MANENDO:

I am not speaking for my Assemblyman, but sometimes the guard changes. The people working at NDOT today are wonderful. Sometimes, when people move on or retire, the new people in charge may not be as cooperative with Legislators who asks for certain things on behalf of their constituents.

In the past, there have been people who worked at NDOT that we would have to beg for things on behalf of our constituents, and it would be turned away. There were the same issues with the RTC, such as the elderly woman who took the bus every day and the bus shelter only had a stool on a piece of cement and no canopy cover. This bus shelter was on a hill, which was very dangerous for her. We repeatedly asked for it to be looked at, and the answer was always, "We are aware of it, thank you, and have a good day." The years went by, and I believe it was Senator Lee who brought forth a piece of legislation saying we need to take this seriously and work together, and things changed. The new people wanted to work with Legislators, since we all have the same common goal. I think NDOT is doing a great job and have wonderful people who listen. However, in two years, it may be different, and NDOT could say studies are not our priority today. Thank you for coming and putting the clarification on the record, and I appreciate all that NDOT is doing.

ASSEMBLYMAN OHRENSCHALL:

The NDOT has been great to work with, and we did work together on the proposed amendment adding the RTC. I brought forward A.B. 364 to see if we can get all the stakeholders together to look at the issues and help our constituents. As Mr. Cherry pointed out, it affects commerce and air quality and would be a benefit to the whole community. This bill is warranted because of the unique problems on the east side. I hope the Committee will consider this legislation and look at the issues on the eastern half of southern Nevada.

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SENATOR HAMMOND:

The bill says there is an effect on the State, but I am not sure if there is a fiscal note attached because this is a normal course of action. I am getting a shake of the head from NDOT that there is no fiscal note.

ASSEMBLYMAN OHRENSCHALL:

Unless a new one has popped up, the fiscal note is zero.

CHAIR MANENDO:

Thank you. We will close the hearing on A.B. 364. Seeing no public comment or further business before the Committee, this meeting is adjourned at 9:42 a.m.

RESPECTFULLY SUBMITTED:

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Tammy Lubich,  
Committee Secretary

APPROVED BY:

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Senator Mark A. Manendo, Chair

DATE: \_\_\_\_\_

EXHIBIT SUMMARY				
Bill	Exhibit / # of pages		Witness / Entity	Description
	A	1		Agenda
	B	2		Attendance Roster