

**MINUTES OF THE  
SENATE COMMITTEE ON TRANSPORTATION**

**Seventy-ninth Session  
February 16, 2017**

The Senate Committee on Transportation was called to order by Chair Mark A. Manendo at 8:33 a.m. on Thursday, February 16, 2017, in Room 2135 of the Legislative Building, Carson City, Nevada. The meeting was videoconferenced to Room 4412 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

**STAFF MEMBERS PRESENT:**

Michelle Van Geel, Policy Analyst  
Darcy Johnson, Counsel  
Debbie Shope, Committee Secretary

**OTHERS PRESENT:**

Amy E. Davey, Administrator, Office of Traffic Safety, Department of Public Safety  
Patrick J. Conmay, Chief, Investigation Division, Department of Public Safety  
Julie Butler, Division Administrator, General Services Division, Department of Public Safety  
James M. Wright, Director, Department of Public Safety  
Dennis S. Osborn, Colonel, Chief, Nevada Highway Patrol, Department of Public Safety

**CHAIR MANENDO:**

We are going to take things out of order. We will start with Committee bill draft request introductions.

SENATOR ATKINSON MOVED TO INITIATE A BILL DRAFT REQUEST  
RELATING TO SPECIAL LICENSE PLATES.

SENATOR HAMMOND SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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SENATOR GUSTAVSON MOVED TO INITIATE A BILL DRAFT REQUEST  
RELATING TO FREIGHT TRAINS.

SENATOR HAMMOND SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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SENATOR FARLEY MOVED TO INITIATE A BILL DRAFT REQUEST  
RELATING TO MOPEDS.

SENATOR HAMMOND SECONDED THE MOTION.

THE MOTION CARRIED UNANIMOUSLY.

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CHAIR MANENDO:

We will open the hearing with Senate Bill (S.B.) 13.

**SENATE BILL 13**: Abolishes the Advisory Board on Motorcycle Safety.  
(BDR 43-311)

AMY E. DAVEY (Administrator, Office of Traffic Safety, Department of Public  
Safety):

The Advisory Board on Motorcycle Safety was created in 1991. In 2011, the  
National Highway Traffic Safety Administration recommended creation of a  
Statewide coalition of stakeholders for a more comprehensive approach to

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motorcycle safety. The Statewide coalition is the Motorcycle Safety Critical Emphasis Area (CEA) team.

I will read from my written testimony on S.B.13 ([Exhibit C](#)).

SENATOR HAMMOND:

Is this duplicative? Are there two organizations doing the same thing?

Ms. DAVEY:

Yes. The Motorcycle Safety Critical Emphasis Area team has become a larger group of participants. The Advisory Board on Motorcycle Safety statutorily has 7 members. The Motorcycle CEA team has grown to 65 active members.

SENATOR HAMMOND:

Your agency is not removing the requirement, the help or the safety. Will it still be administered, but now changed from two advisory groups to one entity?

Ms. DAVEY:

Motorcycle safety training and education is now broader in scope through the CEA team.

SENATOR FARLEY:

I read last night that motorcycle safety or unsafe practices have gone up by 46 percent in Nevada. I understand the duplicate board, but at the same time it raises the question about what we are doing to ensure motorcycle safety.

Ms. DAVEY:

You are correct. In 2016, there was a drastic increase of 47 percent in motorcyclist fatalities. The Office of Traffic Safety is addressing motorcycle fatality rates. The Motorcycle CEA is a more effective and active way of addressing your concerns. I will be making a presentation to address traffic safety issues in Nevada. The Advisory Board on Motorcycle Safety's statutory function was to address the training program. Twenty-five years ago, the State had no safety training program. That was when the Board and the Nevada Rider Motorcycle Safety Program were created. The scope of involvement was looking at media and education campaigns, outreach, including outreach into motorcycling organizations and rider groups. That is done through this CEA team, which is part of Nevada's Strategic Highway Safety Plan process.

SENATOR HAMMOND:

One thing that could explain the rate increase is that the total number of people riding motorcycles has gone up. The age that you normally think of men on motorcycles is usually 18 to 34. They get married and their lifestyles change. That age group has gone up. It better explains the number of fatalities going up, and there are more motorcycle riders.

Ms. DAVEY:

That is very good insight. I can ask our CEA team to provide some information for the Committee from motorcycle registrations and licensing. It may determine why those numbers have risen.

SENATOR GUSTAVSON:

I have done research over the years on motorcycle safety with helmet use. When fatalities or injuries did go up, it was due to a large increase in the ridership. The actual cause was unknown for how many of these motorcyclists were or were not wearing helmets. It would be interesting to know the statistics on what caused the crashes. Was there a head injury or some other type of injury? Do you have that information available?

Ms. DAVEY:

I do have some statistics, and we do track helmeted and un-helmeted fatalities. The requirement is from the National Highway Traffic Safety Administration (NHTSA) to track un-helmeted fatalities, which sounds strange in a State that has a helmet law. The Office of Traffic Safety tracks un-helmeted fatalities, and found that 75 percent of the fatalities were actually moped riders. When we report on individuals riding two wheels in traffic, we capture whether they are motorcyclists or moped riders. Unhelmeted fatalities are primarily our moped riders.

SENATOR GUSTAVSON:

Do your statistics show the un-helmeted rider fatalities on road and off-road?

Ms. DAVEY:

We track what is required by NHTSA which are only those motorcycles used on roads. We do not track the off-road rider fatalities.

CHAIR MANENDO:

Are you going to call the new program that is to be established the Program for Education of Motorcycle Riders?

MS. DAVEY:

The Nevada Rider Motorcycle Safety Program has been in existence for 25 years and will continue. It is our training program. Our community colleges and some local dealerships primarily operate the program. The Advisory Board on Motorcycle Safety's function has been limited to advising the training program. The Motorcycle CEA team has a broader scope. It is placed within the State's strategic highway safety planning process, and there are six critical emphasis areas. Some of these are impaired driving and occupant protection. It allows the Motorcycle CEA team to address different issues than the Board has been focused on, which is only rider training.

CHAIR MANENDO:

We will need to discuss this bill further. We will close the hearing on S.B. 13. We will open the hearing on Senate Bill 14.

**SENATE BILL 14**: Revises the duties of the Investigative Division of the Department of Public Safety. (BDR 43-259)

PATRICK J. CONMAY (Chief, Investigation Division, Department of Public Safety):

The intent of S.B. 14 is to update statutory language that delineates the Investigation Division's duties and responsibilities in order to meet the needs of various entities that occasionally request investigative assistance. The Division recognizes its mission to be one of support for the Department of Public Safety (DPS) in its efforts to promote safer communities throughout Nevada. The Division conducts a variety of criminal investigations, upon request, for various public agencies. Specifically, current language enables Nevada's sheriffs, chiefs of police, district attorneys, Attorney General, Secretary of State and the Director of the Office for a Safe and Respectful Learning Environment in the Department of Education, to request investigative assistance from the Division.

The Division has received requests for assistance from various other State agencies and entities. These often involve threats against State employees or facilities, fraudulent transactions involving public monies, or conflicts of interest for the requesting agency. A review revealed the Division received and assisted with requests from more than 15 agencies over its history where no other

option existed. Current statutory language does not specifically enable the Director of the DPS to utilize the Department's own Investigation Division.

The proposed changes outlined in S.B. 14 provide clarification for the Division's role in providing investigative assistance. Various State agencies and entities do not have the capability to conduct such investigations. This will enable the Director of the DPS to use resources efficiently. Finally, I want to emphasize these changes do not empower the Investigation Division to unilaterally undertake any action. A request for investigative assistance by the involved agency or entity must precede any action by the Division.

SENATOR HAMMOND:

This bill is going to increase the number of agencies that will be allowed to ask for assistance from your agency. How many agencies will be increasing the load on your group?

MR. CONMAY:

It does not increase the workload because we are already doing the work.

SENATOR HAMMOND:

You may have misunderstood the question. I did not mean the workload. I want to know how many more agencies will be able to request assistance?

MR. CONMAY:

Any State agency or entity would be able to request our assistance.

SENATOR HAMMOND:

It broadens it to all agencies because, in the past, as you mentioned in your testimony, you had historically about 15 agencies request assistance.

MR. CONMAY:

They come to us now. Those 15 agencies are not limited by any rules at this time. There are 15 State agencies that have contacted us for assistance.

SENATOR HAMMOND:

It will make it broader to any agency, and you do not think it will increase the workload? Has someone crunched the numbers? Has there been discussion about how much more of a cost it will bring to your agency?

MR. CONMAY:

I do not believe there will be an increase in the workload because we are doing that function now. In the statute we will add, any State agency can ask for our assistance. Right now, any State agency can ask for our assistance. They are the 15 agencies.

SENATOR HAMMOND:

You mentioned in passing that it becomes more efficient. How does it become more efficient in this way? Did you analyze this, and in what way are you becoming more efficient?

MR. CONMAY:

It has to do specifically with the DPS. It allows the Director of the Department to use a resource that he already has to assist the other Divisions within his Department. Instead of asking Highway Patrol to conduct an investigation, which is outside the scope of its job, the Investigation Division will do those types of investigations.

CHAIR MANENDO:

Is there any other testimony? We will close the hearing on S.B. 14. We will open the hearing on Senate Bill 16.

**SENATE BILL 16**: Changes the name of the General Services Division of the Department of Public Safety. (BDR 43-136)

JULIE BUTLER (Division Administrator, General Services Division, Department of Public Safety):

Senate Bill 16 would change the name of the General Services Division to the Records, Communication and Compliance Division to better reflect the Division's major functional areas and give the Division's employees a sense of identity. Assembly Bill No. 465 of the 77th Session, removed the Records and Technology Division as a division within the DPS and in its place created the General Services Division.

The Records Bureau, which includes the Criminal History Repository, was moved under the new Division. The Nevada Highway Patrol's (NHP) three regional dispatch centers were transferred to the General Services Division. Former staff from the Highway Patrol's dispatch centers expressed a loss of identity. They had been employees of the Highway Patrol. They became

a part of this new Division with a nondescript name no one had ever heard of. On the Records Bureau side of the house, our criminal justice and law enforcement agency contacts, including the FBI and the California Department of Justice, expressed confusion when dealing with the new Division. Our name, General Services, did not give away any clues as to our identity. Is it a law enforcement agency, with the authority to be receiving criminal history record information? Was it General Services who managed the Nevada Criminal Justice Information System? Were we the Division that would be auditing them for use of their criminal history record information?

In response to these concerns, last year the Division sponsored a name contest. Employees were challenged to come up with a name that was descriptive of the two bureaus within the Division and reflected our mission of providing complete, timely and accurate criminal justice information to our customers. By majority vote, the employees selected the Records, Communication and Compliance Division as the new name and the Director of the DPS agreed. I am here to ask for your support of the proposed name change.

SENATOR HAMMOND:

There is no cost associated with the name change other than signage?

MS. BUTLER:

Exactly, there is no fiscal note.

CHAIR MANENDO:

How many participants were in the contest?

MS. BUTLER:

I believe there were about 80 employees who participated.

CHAIR MANENDO:

I see no other comments on this bill. We will close the hearing on S.B. 16. I will entertain a motion on S.B. 16.

SENATOR ATKINSON MOVED TO DO PASS S.B. 16.

SENATOR FARLEY SECONDED THE MOTION.



THE MOTION CARRIED UNANIMOUSLY.

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CHAIR MANENDO:

We are going to start with the presentations; we have an overview of the Department of Public Safety.

JAMES M. WRIGHT (Director, Department of Public Safety):

I will provide you with an overview of the Department ([Exhibit D](#)) on who we are and what we do.

Our mission is to provide public safety services to our citizens and visitors to our great State, utilizing prevention, preparedness, response, recovery, education and enforcement. The Department is multifaceted with all kinds of disciplines employed throughout the State, of which we are proud. Page 3 of [Exhibit D](#) reflects Department staffing. We have approximately 850 sworn officers and 630 nonsworn staff. I like to call the Department a total-force organization, meaning that recognition of every employee in the Department has a role, either direct or supportive, in carrying out our mission. It is important they be recognized, and it promotes our organization to bring that sense of pride. When we lose someone to another agency, they tell us they love working for the Department, but are leaving for better benefits or a promotion. They often find a way back to our organization.

The Department is comprised of eight divisions and three offices. An organizational chart on page 4 of [Exhibit D](#) indicates who the administrators and chiefs are within their divisions. This biennium, the Department is recommending establishing an Office of Cyber Defense. Cyber security has become a big issue. The DPS is moving forward with this initiative and hopes to be successful in establishing it as another office within the Department.

The Director's Office provides the policy for the Department. It provides general direction and control over the organization, divisions and various offices. The Director's Office provides support including legal, audit, human resources and fiscal services, and centralizes those functions for the smaller divisions that do not have staff. The dignitary protection program for the Governor is provided through the Director's Office.

The Capitol Police Division provides law enforcement services to enhance the safety of persons on designated State property and prevent loss and damage to State property. There is assigned staff at the State Capitol, Attorney General's Office, Grant Sawyer State Office Building, the Governor's Mansion and limited patrols in designated State locations within Carson City and Las Vegas.

The Division of Emergency Management and the Office of Homeland Security have been very busy the last couple of months with storm activities. The Division coordinates the efforts of various entities in response to disasters. With the current storms, the northeast portion of the State has been inundated with flood-related emergencies. The Division works closely with the local governments to coordinate resources and assist those jurisdictions with disastrous situations. This Division is the entity that coordinates resources to deal with other disasters such as fires. This Division prepares the declaration for the Governor for a State of Emergency and for the request for a Presidential State of Emergency Declaration. The Division also administers several federal grants related to Nevada Emergency Management and Homeland Security, which are then given to local jurisdictions, and monitored for grant performance.

The NHP is probably the most visible division to the public. Colonel Osborn will give a more in-depth presentation on this Division, as will Ms. Davey for the Office of Traffic Safety.

Pat Conmay is the Chief of the Investigation Division, which supervises our narcotic task forces throughout the rural areas. The Division provides criminal investigations and polygraph services upon request.

The Department is requesting clean-up language through S.B. 14. The Investigation Division is the Director's responsibility, but the statute language does not allow the Director to utilize these resources within our Department. The Division conducts investigations concerning the manufacturing, sale, possession and trafficking of illicit and prescription controlled substances Statewide. The Investigation Division has the Nevada Threat Analysis Center, which is our northern fusion center located here in Carson City. Intelligence information is gathered to determine if there is any threat to our State, State entities or communities, and to prevent any attack that may come from a threat. The Division locates and apprehends fugitives wanted for sex crimes and crimes of violence and narcotics, and it investigates vehicle theft and fraud.

The Division of Parole and Probation is responsible for monitoring and enforcing offender compliance with conditions of supervision. This Division assists offenders with reintegration into the communities. The Department has realized the need to monitor and ensure the individuals coming back into the community can do so successfully, while still maintaining public safety in communities to which they are returning. Parole and Probation is responsible for preparing presentencing investigation and post-conviction reports. Parole and Probation is one of the larger Divisions within our Department.

Julie Butler in our General Services Division gave testimony on S.B. 16 for the name change. The General Services Division is responsible for the Records Bureau, and maintains the Nevada Criminal History Repository. This Division handles the Repository for the Department, and for the entire Nevada Criminal Justice Information System, the courts, the local jurisdictions and entities in the criminal justice system. The Records Bureau is responsible for the Nevada Sex Offender Registry and for checks on retail sales of guns in compliance with the Brady Handgun Violence Prevention Act.

The fingerprint unit conducts fingerprint identification support services for Statewide arrests. When fingerprints come in, they are processed to find out the true identity of an individual who has been arrested. There are many occupations requiring background checks for employment purposes, and the Records Bureau is responsible for civil name checks. Part of General Services is the Communication Bureau that runs the three dispatch centers located in Carson City, Las Vegas and Elko. Those 3 centers operate 24 hours a day, 7 days a week, 365 days a year.

The State Fire Marshal Division is responsible for developing the State fire code and regulations. This Division provides fire service training to local jurisdictions and certification programs for those firefighters that are trained. The Division reviews building plans and conducts non-structural fire and life safety inspections. The Division provides fire cause and determination, arson, and safety inspections for rural departments and State facilities upon request. Individuals and companies that perform fire extinguisher servicing and sprinkler system repairs are under the Fire Marshal's certification and licensing program.

Under the purview of the Fire Marshal is the State Emergency Response Commission (SERC), which oversees hazardous material permits, requirements and training. Permits are issued for hazardous material storage. There is a

database that is maintained and is accessible to personnel responding to a location to help them determine what type and quantity of hazardous material is housed. The Fire Marshal's Division also certifies fire-safe cigarettes.

Our DPS Training Division provides initial training for DPS cadets in an academy setting. The academy started Class No. 76 in Carson City with 29 cadets 2 weeks ago. Next month, another class will start in Las Vegas with around 30 cadets. The academies have been reinstated in southern Nevada. The last time there was one held in southern Nevada was in 2005. It was closed due to budget cuts in the days of the Great Recession. With the recruit and retention issues in southern Nevada, many candidates could not come to the academy in Carson City for 16 weeks. The Department reestablished the academy in southern Nevada and had a class of 26 graduates in December 2016. The Department has asked for a budget enhancement for permanent funding to keep an academy in southern Nevada with two additional classes a year. Previously, running two academies a year was not keeping up with losses to other departments and retirements. The Training Division is responsible for the POST certification that peace officers are required to do annually. The class records are kept in the database to ensure compliance. The Division provides nonlaw enforcement training to the civilian staff for required State classes such as Workplace Violence Recognition and Prevention and Sexual Harassment Prevention. The Department hopes to expand the Training Division to include a southern portion.

The next item on page 23, [Exhibit D](#), is our Office of Criminal Justice Assistance, which administers grants. This office receives grants from the U.S. Department of Justice and directs those grants to the local jurisdictions. The grants fund specifically targeted programs and provide overtime funding that the departments can utilize. Grants are monitored to ensure the performance standards are met. The Office coordinates the 1033 Department of Defense Support to Law Enforcement excess property program. The State acquired over \$3 million worth of federal property for law enforcement agencies in Nevada last year. That included helicopter parts and equipment. The agencies are utilizing the Bell UH-1 "Huey" Helicopter from the military program. The program allows the sheriff's offices operating those types of helicopters to get parts for them. The agencies acquire search and rescue equipment, cold weather gear and more from the federal equipment program, saving them money. The Office coordinates the 1122 Program from the U.S. General Services Administration (GSA). It allows local jurisdictions to purchase

equipment through the GSA purchasing program. The agencies can purchase police vehicles at a reduced cost.

Our Office of Professional Responsibility conducts administrative investigations of Department employees. In essence, it is our internal affairs office. This Office provides training to our divisions and our employees on how to conduct administrative investigations and determine what constitutes misconduct. If complaints from citizens are received, they are reviewed. Either the Division can review the complaint or refer it to our Office of Professional Responsibility.

The last division is the Office of Traffic Safety, and this is one that I will defer to Amy Davey.

SENATOR HAMMOND:

In your report of the Office of Criminal Justice Assistance and describing helicopters and helicopter parts, has there been discussion of switching to drones in certain circumstances that might reduce the cost of expensive helicopter parts?

MR. WRIGHT:

The DPS does not have any helicopters. The helicopters are being used by law enforcement in local jurisdictions; the larger sheriff's departments have them. The program only gets the parts for their helicopters. You mentioned unmanned aerial vehicles (UAV), and the Department has ventured into that. Colonel Osborn will discuss the Highway Patrol's program. The Department was one of the first to implement UAVs within the State. Hopefully, it can expand to our Investigation Division. They are the division dealing with narcotic operations. Instead of putting an investigator in harm's way, it is possible to fly UAVs for surveillance and to gather the information.

SENATOR GUSTAVSON:

I would like to compliment you on the new uniforms.

You spoke about getting parts from the military, have you utilized the Sierra Army Depot in Herlong, California for parts and equipment? Your Department might not use it so much as a local sheriff's office would, but there are things they could use. Have you had the opportunity to go there or use the Depot?

MR. WRIGHT:

Yes, Herlong is one of the locations where equipment is acquired. Jurisdictions utilizing the program go and retrieve the equipment. The Marine Corps Logistics Base Barstow in California is another location that stores excess parts.

Your comments on the new uniforms are appreciated. I will provide a little background on them. The Department was established in 2001 by statute, and at that time, the uniform was predominately blue for the Highway Patrol. A navy blue uniform was established to bring everyone into continuity within the Department. That uniform served its purpose during those formative years. Our employees went through a tough situation during the Great Recession. This was something the Department did for its employees. What transpired through community involvement meetings was the community had a difficult time distinguishing between departments. Communities could only tell by the patches on the sleeves of the uniforms because the majority of northern Nevada's law enforcement agencies had navy blue uniforms. The Department wanted to have a more distinct uniform. A survey of the Department had a high approval of a change of the uniform. Morale has increased because we have a distinctive look. There is a two-year wear out program for the navy blue uniforms before the complete rollout can take place. You will see both uniforms for a while, but like anything else, it is supply and demand; everybody wants them and the manufacturer cannot make them fast enough.

SENATOR GUSTAVSON:

The two-year wearout program does not add an expense to the Department, does it?

MR. WRIGHT:

That was one of the factors looked at with the fiscal situations. What was decided when this was authorized is it had to be cost neutral. This uniform costs a little more than the current uniform. The old uniform was of a lesser quality; employees had to buy more uniforms because they wore out quicker, versus the new uniform lasting longer. The data research found this was the best uniform; because of the quality, the uniform will last. The Department utilized much of the existing uniforms, such as my jacket hanging on the chair. All the same patches, the same ties, the same hats, everything we could carry over from the old uniforms are used to be fiscally prudent.

CHAIR MANENDO:

Page 14 of [Exhibit D](#) talks about investigating crimes involving vehicle theft and fraud. Can you describe what you are investigating as far as vehicle thefts? Do you work with local jurisdictions?

DENNIS S. OSBORN, COLONEL (Chief, Nevada Highway Patrol, Department of Public Safety):

To address the stolen vehicle issue, the Highway Patrol works with the Las Vegas Metropolitan Police Department (LVMPD) on the Vehicle Investigations Project for Enforcement and Recovery task force. There are troopers and investigators from the Investigation Division on the task force. A program called LoJack Stolen Vehicle Recovery System is used in many of our jurisdictions. Patrol cars across the State are equipped with this device. Being within a certain radius of a stolen vehicle, LoJack will alert the officers, and direct them right to the vehicle's location.

CHAIR MANENDO:

How many of the vehicles have LoJack equipped in them?

COLONEL OSBORN:

I do not have the exact numbers, but will get the numbers to the Committee.

CHAIR MANENDO:

I have a question on the Nevada Sex Offender Registry. How many employees work in the Records Bureau area when all the information comes to your Division? Are they the same ones that input all the information?

MS. BUTLER:

I do not have the exact numbers for the Sex Offender Registry. I think we have approximately 14 full-time employees. The process is after the individual is released from prison, the offender has 40 hours to register with the local law enforcement agency. The registration information is forwarded to the Central Repository for Nevada Records of Criminal History, Sex Offender Registry. The staff has 90 days to review the information and conduct tier level and risk to recidivate assessments on the individual. The Division operates under Megan's Law since A.B. No. 579 of the 74th Session was passed. Names of individuals in Tiers 2 and 3 are posted on the community notification Website, so the community can have information about those offenders. Those in Tiers 1 and 0 are not subject to community notification. That information is sent back

to law enforcement. For individuals who are in Tier 3, law enforcement is required to notify schools, churches, day cares, etc., regarding the Tier 3 offenders living in their vicinity.

SENATOR FARLEY:

I had the opportunity to view the Website that you implemented, and it is phenomenal. The only bad comment is not every parent knows about this Website. If there were any way we could get more information out to people, that would be fantastic. There should be a budget for this because of the information that is available and the timeliness.

MS. BUTLER:

The Division has worked very hard with the Department of Administration's Enterprise IT Services to make positive changes to our Website. <<http://www.nvsexoffenders.gov>> for those who would like to visit the site.

MS. DAVEY:

I have a presentation describing the Office of Traffic Safety ([Exhibit E](#)), but more importantly, information on traffic safety in Nevada. Today, someone you love will drive, walk or ride to school, or to work or to run errands or to come to the Legislature. Transit is an important factor for Nevada's commerce, tourism and recreation and for safe and livable communities. The mission at the Office of Traffic Safety is to eliminate deaths and injuries on our roadways so everyone arrives home safely.

The Director of the DPS serves as the Governor's representative for the Highway Safety Program. I am the Highway Safety Coordinator for Nevada. Nevada receives \$4 million annually from the National Highway Traffic Safety Administration to address highway safety human behavioral crash factors. The Division receives grant funds to support local community efforts as well as Statewide programs through law enforcement and public safety agencies for training, education, enforcement activities, drug courts and impaired driving programs, and judge and prosecutor education. Grants are used for technology support for traffic crash records, school districts and institutions of higher education and community and other nonprofit organizations.

The DPS actively supports Nevada's Zero Fatalities mission and is in partnership with the Nevada Department of Transportation on the Zero Fatalities Program. The Zero Teen Fatalities Program, which is safe driving education and training



for young drivers; the Joining Forces Program, a Statewide integrated traffic enforcement program; and the Nevada Rider Motorcycle Safety Program training program for motorcycle riders are managed by the Office.

In 2015, fatalities across the Nation increased by 7 percent. In Nevada, they increased by 12 percent. What do airplanes have to do with traffic safety? Nationally, in 2015, there were 35,092 fatalities. To put these numbers in context, this is like a fully loaded 747 jumbo jet dropping out of the sky once a week for an entire year. Nevada's numbers represent one of these jumbo jets. Sometimes referred to as a heat map, the next few pages of [Exhibit E](#) show the locations and increase in our traffic deaths. In 2013, there were 266 fatalities. In 2014, there were 291 fatalities and in 2015, there were 326 fatalities. Notice the fatalities are primarily located in our urban centers, while they are spread across our roadway system.

What is driving Nevada's numbers? Pedestrian fatalities increased 11 percent from 2013 to 2015 and an additional 9 percent in 2016. Motorcycle fatalities, while remaining consistent from 2013 to 2015, have increased 47 percent in 2016. Fatalities among young drivers age 15 to 20 increased 30 percent from 2013 to 2015. Impaired driving continues to be a concern and had a 19 percent increase from 2013 to 2015.

Human crash factors refers to driver decisions that lead to crashes and account for 94 percent of crashes, according to the National Highway Traffic Safety Administration. Speed, inattention and impaired driving are the top behaviors that lead to a crash. Lack of wearing a seat belt is a contributing factor in crash fatalities. Approximately 39 percent of our vehicle occupant fatalities in 2015 were not wearing seat belts. In 2016, Nevada's seat belt use rate showed to be in decline for the first time in several years. Vulnerable road users such as motorcyclists, bicyclists and pedestrians represent a high percentage of Nevada's crash fatalities.

The Office will be tracking the impacts of recreational marijuana, and the effects of the public policy change.

The Division is providing some fact sheets as well as backup information for the presentation. The first fact sheet ([Exhibit F](#)) is titled Making Nevada Safer: Graduated Driver's License and addresses young drivers. The second fact sheet

([Exhibit G](#)) is Making Nevada Safer: Nevada Seat Belt. The third fact sheet ([Exhibit H](#)) is Making Nevada Safer: Impaired Driving.

CHAIR MANENDO:

This is a tough area for me because I spend a lot of my free time going out to as many public events as I can. Our media partners try to do everything they can. It is disheartening because we try so hard to educate the public and let them know that they may leave in the morning and they may not come back. Sometimes it is just what people do to themselves, not to mention all the distractions or the impairment. Last weekend, there was a person on a cell phone, speeding through a school zone. I was at a four-way stop at Sandhill and Twain, and was praying that there was a law enforcement official present. There were kids around, and I was thinking, please, someone just grab this person. Every single day this happens; it is frustrating.

SENATOR GUSTAVSON:

I appreciate what you are saying. I see this every day myself. You talked about motorcycle rider fatalities increasing. This could be partially due to the increase in registrations and more people riding motorcycles. Where is the correlation between all vehicles and the fatalities you reported increasing every year? Now that the economy is coming back, Nevada is a fast growing state. What is the percentage correlation between vehicles registered and vehicle fatalities?

MS. DAVEY:

I tried not to bring a number-heavy presentation. I tried to keep it high level. There are many statistics. There is a rate that shows the fatalities to vehicle miles travelled (VMT). Colonel Osborn will discuss the impacts to the NHP. They refer to it as the mileage death rate. Nevada's rate overall is going up. It evens things out.

How does the number of fatalities compare to registrations? How does that number compare to a growing population? Is it good or is it bad? It is hard to answer with raw numbers. Our VMT is increasing as well. Nevada's VMT is at 1.25 from a low of 1.02 in 2009. I can provide the Committee a chart that shows the progression if it will be helpful.

SENATOR GUSTAVSON:

Regarding the human crash factors in [Exhibit E](#), page 11, you mention speed as being one of the crash factors, but it is not on the list. I know that speed is not

the main contributing factor to a crash, but it does intensify the injuries. Why was it mentioned and not listed?

Ms. DAVEY:

You are correct; speed is a major contributing factor in crash fatalities. I have the number for you from the National Highway Traffic Safety Administration. Speeding-related fatalities in 2013 were 90; in 2014, there were 100; in 2015, there were 111.

CHAIR MANENDO:

If you could, please provide us a copy.

SENATOR GUSTAVSON:

I am a numbers guy and I like to look at those numbers.

CHAIR MANENDO:

I am a numbers guy, too, and am sure our constituents would like to know as well. You mentioned seat belt usage going down for the first time in how long?

Ms. DAVEY:

The seat belt rate has been typically high for the last five years. It has been in excess of a 90 percent usage rate. The Office of Traffic Safety is required to check this every year for NHTSA. For the first time in four to six years, the seat belt usage has dropped Nevada into the category of what NHTSA refers to as a low seat belt-use state. Correspondingly, the un-seat belted occupant fatalities are rising. In 2015, it was approximately 39 percent; in 2016, it went up to approximately 43 percent.

CHAIR MANENDO:

Can you go over how you gather the numbers?

Ms. DAVEY:

It is actually a complex statistical research study. The Office of Traffic Safety contracts with the University of Nevada, Las Vegas (UNLV) Transportation Research Center to conduct the study every year. The NHTSA establishes the criteria and works with us to establish the locations. It is an observational seat belt use study. People stand on the side of the road with a clicker or a clipboard and watch as people drive by counting the people that are wearing seat belts.

CHAIR MANENDO:

How do you determine which roads or intersections you look at?

Ms. DAVEY:

The NHTSA provides a research-based formula with criteria the Office has to meet. There were new criteria for the 2016 study. The Office of Traffic Safety worked with UNLV to ensure the roadways selected met the criteria. It is a mix of rural and urban roadways across the State. I apologize for not providing enough scientific background; it is elaborately constructed.

CHAIR MANENDO:

There has been some question about the numbers and where they are being observed. If you are in Clark County, at Stephanie Street and Jimmie Durante Boulevard, it is still urban; compared to Maryland Parkway and Flamingo Road, I see drastically different numbers. They are lower than the number you provided. I always question those numbers, and you did not give a clear answer. I will ask someone else. As far as what you are doing and where you are going, maybe someone else will be able to help me with those numbers. It is a big issue.

Ms. DAVEY:

I would be happy to get the information for you. I apologize for not having it at hand. I want to thank you for your personal work in traffic safety, it is appreciated and I know it makes a difference.

COLONEL OSBORN:

I am presenting the "Nevada Highway Patrol Overview" ([Exhibit I](#)). I am going to skip to page 4 since the Committee is aware of what the Highway Patrol does. The Highway Patrol has 556 total positions, with 477 of those being sworn officers. In the Southern Command, which is Clark County, Lincoln County and parts of Nye County, there are 245 sworn officers. The rest of the State is considered the Northern Command with 232 sworn officers. Vacancy rates are a big concern. At a meeting of the State Board of Examiners last year, the Governor authorized the DPS to use critical hires. What happens is when a trooper has recently retired and is familiar with our software, programs and equipment, the Department can hire that person back. The Highway Patrol currently has ten critical hires, which has helped with coverage. When calculating the vacancy rate without critical hires, we are at 7.3 percent, which is 35 total. When considering our critical hires, we are at 5.2 percent, which

leaves 25 total vacancies. Having four academies a year will keep the hired numbers up.

The problem is turnover. Troopers leave for higher pay to counties and cities in the urban areas. The Highway Patrol is losing journeymen troopers. Outside agencies are targeting our troopers who have been on the job for three to four years, and that is who they take. Journeymen troopers have a skill set in something—DUI, Drug Recognition Expert or crash reconstruction. The Department is getting new people on the road, but it takes two to three years for a trooper to make a dent in traffic safety.

As Ms. Davey stated earlier, the Highway Patrol does use a mileage death rate in Nevada. It is a standard that is used across the Country. It keeps the numbers low, in fractions, so there are not gigantic numbers to be compared from year to year, and how Nevada compares to the rest of the Nation. The total number of people killed on the highway is divided by the 100 million vehicle miles of travel. It ends with one small number. The Highway Patrol takes it one step further, by taking the number of fatalities that happen in the Highway Patrol's jurisdiction on highways, state routes and interstates, and dividing it by the numerator as well. What we get is a number that we can compare from year to year. It is the performance measure that the Highway Patrol went to during the last Legislative Session. Nevada did have a lower mileage death rate in 2016 than what was projected.

The Highway Patrol has implemented a different strategy than what we traditionally used, which was just the enforcement angle. Enforcement is a critical component to our mission and will be in the top tier. What the Division tried doing is adding engagement and education in the communities. There will always be the enforcement angle, but when you engage people, discuss lives lost, and share personal stories, it makes a different impact. Everyone learns differently. Some people learn from education. Some people learn from being cited or taken to jail, and some people learn from that personal impact. What has been the key for the last two to three years is called the three Es: education, enforcement and engagement.

You asked about some of the mileage death rate numbers. They are in the presentation in [Exhibit I](#), page 6. For the Highway Patrol in 2015, we had 130 crashes, which resulted in 147 fatalities in our jurisdiction. In 2016, we had 117 crashes, which resulted in 136 fatalities. It is a lower mileage death

rate for our jurisdiction of 0.51 percent. For the State overall, Nevada's mileage death rate was 1.13 percent in 2013; in 2014, it rose to a 1.14 percent and in 2015, it went to 1.30 percent. Compared nationally, Nevada is trending higher. The national average for 2013 was 1.10 percent; for 2014, it was 1.08 percent and for 2015, it was 1.12 percent.

On page 7, [Exhibit I](#), the Highway Patrol was looking at what decisions drivers are making that are causing crashes, and came up with what is called the Big 5: Impaired driving, or our DUIs; distracted driving, which is typically the cell phone usage and texting. Lieutenant Hartline saw a national survey on the news that 54 percent of people surveyed thought it was okay to text while driving. That is a frightening statistic. I would have guessed most people knew it was not okay but they chose to do it anyway. Education has to be a part of that solution. The third is occupant restraints. It is a choice they make. The answer to this problem is a primary seat belt law in the State of Nevada. There is no probable cause to stop a person that we see not wearing a seat belt. The trooper has to let the person go. The fourth is speeding, which adds to the severity of the injury or to the fatality, although it is not what causes the crash. The final cause relates to hazardous moving violations, the lane splitting, the following too closely and cutting the corners. The Highway Patrol is emphasizing our efforts on those five areas.

SENATOR HAMMOND:

You mentioned lane splitting. I want to make sure I understand what that is. Can you please explain what it means?

COLONEL OSBORN:

Lane splitting is when a person utilizes more than one lane. For instance, they are in the No. 1 lane, the far left lane, with No. 2 and No. 3 lanes being the adjacent lanes. They utilize two lanes at once to try to make a pass. People will pass on the left shoulder, on the right shoulder, in between lanes with the smallest gap, that is called splitting the lane. Lane splitting many times refers to motorcycles, which in Nevada is illegal. Lane splitting for a motorcycle is driving down the centerline, the lane line or the white line. When there are big events like Street Vibrations or the Laughlin River Run, there are a lot of out-of-state riders doing lane splitting.

CHAIR MANENDO:

Part of the reason we have people give us presentations is we want to be educated. In my opinion, we give opportunities to people to come here and talk about solutions. I appreciate that not once but twice you offered some solutions we need to do to better our State to make it safer.

COLONEL OSBORN:

Some of the biggest things on the Highway Patrol's radar are our hit-and-run accident trend, mostly in Clark County, the motorcycle crash trend and the pedestrian-auto crash trend. These numbers in [Exhibit I](#), page 8, are specific to the NHP's jurisdiction. Nevada has seen a very slight decrease in pedestrian-auto crashes from 2015 to 2016. With motorcycle crashes, there has been a substantial reduction. It appears to be due to education and talking about it. Enforcement-wise, the Division has taken a step back. In prior years, the Division would get into high-speed pursuits with high performance motorcycles. Highway Patrol's executive team discourages that. A Ford Explorer or our Dodge Charger cannot keep up with the speed and mobility of these high-speed motorcycles.

Nevada gets huge groups of motorcycle riders, all-terrain vehicles and dirt bikes that completely take over highways and roadways. What has happened in the Nation's Capital and in Philadelphia has happened in Las Vegas and is out of control. The Highway Patrol is working with Las Vegas Metro and our investigations team to combat that issue.

Distracted driving is still an issue for the Highway Patrol and it is combating it with the three Es. The hit and run accident trend is almost exclusive to Clark County, and has increased slightly. The Department has added investigators to the Multi-Disciplinary Investigation Reconstruction Teams (MIRT) that work hit-and-runs exclusively, and we will continue to make that a high priority.

Body cameras are our current focus. Senator Ford implemented S.B. No. 111 of the 78th Session. The Highway Patrol met the deadline of the policy for the Advisory Commission on the Administration of Justice on the cameras, but is behind in purchasing them. The Highway Patrol will start receiving the body cameras later this month with our first rollout in March 2017. Reno and Carson City will be the first to roll out because our technology team is here and

can work out the bugs. A full State roll-out implementation will be complete by the end of summer.

The mobile data computers are a continuation of a program that was authorized within the last Legislative Session. The Highway Patrol will have a complete rollout at the end of fiscal year 2019.

The legalization of marijuana that occurred in the last ballot is something the Highway Patrol has been preparing for since the legalization of medical marijuana. We have trained all of our troopers with Advanced Roadside Impairment Detection Education, but continue to emphasize the field sobriety tests. The focus is arrest for impairment. The Highway Patrol uses the Drager PBT that will detect narcotics and marijuana. The Highway Patrol does not have as many as we would like, but we are certainly looking for opportunities through our Office of Traffic Safety and other grant sources to get more.

CHAIR MANENDO:

How many do you have and what is the cost?

COLONEL OSBORN:

I do not have the number of testers, but will get it for you. As to the cost, they are expensive. The cartridges are expensive for each test. Fortunately, the Northern Nevada DUI Task Force, Mothers Against Drunk Drivers, and the Office of Traffic Safety have provided some units. The Highway Patrol is looking for more. This is going to be an issue. States like Colorado and Washington reported an increase in DUIs when they legalized marijuana.

CHAIR MANENDO:

Are you referring to Stop DUI?

COLONEL OSBORN:

The Northern Nevada DUI Task Force supplied us with some Drager PBTs. The Drager PBTs might have been supplied by Stop DUI in southern Nevada.

On page 9, [Exhibit I](#), the Highway Patrol has made a dramatic change in the K-9 team. When the program was first reauthorized about ten years ago, the dog of choice was the Belgian Malinois, which looks somewhat like a German shepherd. It was found that some of those dogs are somewhat aggressive by nature. They are also a little more aggressive in vehicle searches and have



caused some damages. With the focus on community engagement, Labrador retrievers and springer spaniels are like beacons to young people. They want to pet them; they want to talk about the K-9 unit. These dogs are successful and their noses are just as good as the Belgian Malinois'. The Department has one Belgian Malinois left in our K-9 unit, and when that one retires, it will be replaced with a Labrador retriever or a springer spaniel.

CHAIR MANENDO:

When you retire the dogs, where do they go?

COLONEL OSBORN:

The handler has first right to own the dog, and that is usually what happens. If there is a case that the handler would not, there is usually another person in the Department that would like to adopt that dog, or it could be returned to where it was purchased, especially if it was a donation from Nevada State Friends For K-9 or another agency.

CHAIR MANENDO:

I am an animal advocate and after the dogs do such wonderful work, I want to ensure they do not end up somewhere not nice. They really served the public and should be treated with due care, love and respect and have a forever home.

COLONEL OSBORN:

Here on page 10, [Exhibit I](#), are the education, enforcement and engagement parts that were mentioned earlier. Under education is the Drive program. It is a program that was developed by trooper Dan Gordon in collaboration with a deputy from the Douglas County Sheriff's Office. It has been successful in the Northern Command. It targets drivers in the 15- to 20-year-old group. There has been great feedback from judges, participants and parents of the young adults that have gone through this program. It is a small enhancement of approximately \$80,000 per year. Clark County will be the next expansion and we are hoping to have the same success there. It is approximately a three-hour course with two troopers that can communicate at a level these young people can relate to. They are our future drivers.

The engagement portion shows three highlighted events. The inaugural Candlelight Vigil was the idea of Lieutenant Martin Mleczo out of our Southern Command. It paid tribute to all the victims that have died in the NHP's jurisdiction during 2016. Every single victim's name was read during that

ceremony. It was an opportunity for the NHP, the Legislature, and advocates for traffic safety to give a safety message in a respectful manner. This same type of event will be held in September for the Northern Command. The Department tried to do them simultaneously across the State, but the weather in Las Vegas in February is different than up here.

CHAIR MANENDO:

I wish I could have been there and I appreciated the invitation. There were family members and friends there that have lost loved ones and I heard it was a nice event. I also saw video and many pictures. It had some good coverage in the paper and on TV.

COLONEL OSBORN:

The next item to talk about briefly is Uber and Lyft. The Highway Patrol has always stressed the designated driver and public transportation or taxicabs. With these new partners in traffic safety, there is just no excuse to drive impaired any more. Last Fourth of July, the Highway Patrol partnered with the Office of Traffic Safety, Uber and the DPS. Troopers were handing out cards and flyers with codes to use Uber and get a discount. Traditionally across the Country, the Fourth of July weekend is a high-fatality weekend, as it is in the State of Nevada. The Highway Patrol's goal was zero fatalities over that weekend. We achieved it due to this partnership. We continue to partner with them when we have the opportunity, and Super Bowl weekend we partnered again.

The Highway Patrol collaborated with the Nevada Donor Network. Trooper Karen Garretson of our Reno office spearheaded this. She is on our MIRT team that investigates fatality crashes. With the Nevada Donor Network, the biggest needs are the corneas of the eyes, skin and certainly organ donations. Timeliness is the key to organ donation. The Highway Patrol investigates all these fatal crashes, but was not taking advantage of the tragedy where we could have had some organ donation. There is a process in place with our General Services Division where the dispatch center can make notifications. It has resulted in 39 referrals, 5 donors and over 20 recipients of donor tissue. It is something that is spreading across Nevada with law enforcement and coroner's offices. Almost every trooper in the Highway Patrol has investigated a fatal crash. There is a lot of tragedy on their side as well and often overlooked. For the trooper to connect people and then see something positive come out of a tragedy is good for everyone involved, the families and the investigators.

CHAIR MANENDO:

I agree, and they do wonderful work. I have been involved and engage with them as well as family members that have been recipients of donations. On the engagement portion, you have Victim Impact Panels, can you talk about that?

COLONEL OSBORN:

The Victim Impact Panels are in place to help someone sentenced for a DUI, whether impairment is from alcohol, drugs or a combination. The person is sentenced to attend a Victim Impact Panel to hear about real life tragedies from people that have lost loved ones from a DUI crash. There are troopers who provide testimony and are also there as deterrents for someone who may be disruptive as there have been people who show up intoxicated to a Victim Impact Panel. The trooper can take appropriate action. The Department is involved with those across the State of Nevada, and it is something we are continuing to support.

CHAIR MANENDO:

This is appreciated. We ask questions because we do not know the answers, but sometimes we ask questions because we already know the answer, this being the latter. There are Victim Impact Panels where, as you mentioned, people show up impaired. They can be removed. I have attended Victim Impact Panels where people were intoxicated, they were sleeping, they had earpieces in and watched movies, listening to music or eating: there were no victims at some panels and no appropriate action can be taken. Those are not Victim Impact Panels. They are showing up all over and are for-profit. They were not organized, and they could appear anywhere. There is no benefit gained except to the organization that puts it together to make money. The people running them are not providing a benefit to the community or to the person who is required to attend a Victim Impact Panel. There was some legislation to correct this a few Sessions ago; it passed both houses, but sadly was vetoed by the Governor. At one time, Nevada was respected all across the Country, and other states used Nevada as a model for how our panels were run.

COLONEL OSBORN:

The use of unmanned aerial vehicles (UAV) was spearheaded by Lieutenant Greg Johnson in our Winnemucca office and Sargent Dan Marek in our Las Vegas Office. It was brought to us as a project. The Highway Patrol has three UAVs in operation in the State. They are assigned to our MIRT teams, and

their only purpose is to help with investigations. In urban areas when we have a major crash on Interstate 15, U.S. Highway 95, Interstate 80 or Interstate 580, it can cause severe backup, which can cause secondary crashes. The Division's commitment is to work with the Nevada Traffic Incident Management Coalition to get the crashes cleared quicker. The UAVs with their mapping software called photogrammetry will be coming in March this year. It can take photos from above, then the data are downloaded into the software to produce three-dimensional diagrams. Today, we cannot do that with our Sokkia equipment we use for mapping scenes of crashes. The Department believes the photogrammetry will expedite the investigations and will open up traffic quicker. It will give a better diagram, more accurate, within centimeters.

Some highlights with the NHP over the last fiscal year included a lot of flooding with the rain last year in Lathrop Wells, and Beatty with the U.S. Ecology explosion; the Little Valley and Rolling Hills Fires in Washoe County impacted the Highway Patrol, as well as the Panaca explosions.

The Governor pressed for the Department of Transportation to collaborate with the Highway Patrol for uniform traffic control in construction zones. Since that implementation, there have been 198 road maintenance events and 49 contractor road construction events where uniformed traffic control was utilized. The Highway Patrol assisted with New Year's Eve operations in Las Vegas, the Electric Daisy Carnival, the Laughlin River Run, and will be assisting with the NASCAR event, which is coming up next month and Burning Man in northern Nevada.

Page 13 of [Exhibit I](#) shows historic events for Nevada because we have never seen presidential candidate visits like what happened during the last election. There was an impact on Department operations when we helped with the escorts on the Interstates for these candidates. Nevada hosted the third and final presidential debate at UNLV. This is brought up because the Highway Patrol is asked about reimbursement. Lieutenant Mleczko was able to get some reimbursement from the Las Vegas Convention and Visitors Authority for the debate for Highway Patrol's efforts. The reimbursement was \$27,399.

CHAIR MANENDO:

You have 556 positions noted on page 4 of [Exhibit I](#), 245 sworn positions in southern Nevada and 233 sworn positions in northern Nevada. There is such a

population difference in southern Nevada, I was wondering where is the balance?

COLONEL OSBORN:

Yes, it is the population base, and the majority of the 245 troopers are stationed in the Las Vegas urban area. There are some troopers assigned in small areas such as Laughlin, Mesquite, Alamo, Primm, Indian Springs and Pahrump. I would like to have more, but that is what I have to deal with now.

CHAIR MANENDO:

The question arose because it shows 245 in southern Nevada and 233 in northern Nevada. That is 12 officers more in southern Nevada, and there are 2 million more people in Las Vegas. I am trying to figure this out, but it just seems there should be many more officers in the south than the north.

COLONEL OSBORN:

It is more geographically confined for what we define as our Southern Command, where it literally is Clark County, portions of Nye County, and Lincoln County, and the rest of the State is our Northern Command. It is a huge geographical coverage in the north, and is why the numbers of troopers is more even. It is more confined in Las Vegas. I understand what you are saying and it makes sense because of the population base, but to get even minimum coverage in some of our rural areas, which are huge geographically, it takes a number of bodies.

CHAIR MANENDO:

How many more positions do you think we need? These numbers appear to me to be minimal. I am not the expert, do we need 50 more, do we need 100 more?

COLONEL OSBORNE:

What Highway Patrol is looking for is 39. The Interstate 15 corridor needs 24/7 coverage, which currently the Highway Patrol does not have. There is coverage in the urban areas, but once out of the Las Vegas urban area, it is on a call-back basis. The Highway Patrol needs approximately 18 more troopers and a couple more sergeants. For the Interstate 80 corridor, with about 11 more bodies we could get 24/7 coverage. There is 24/7 coverage in the Reno, Washoe County and the urban area, but the rest of the Interstate 80 corridor is the same as the Interstate 15 corridor, it is on a call-back basis. There typically

is coverage from about 6:00 a.m. to approximately 10:00 p.m. or midnight; after that, coverage is on a call-back basis.

SENATOR GUSTAVSON:

You mentioned the body cameras from S.B. No. 111 of the 78th Session are coming. I know they are expensive. Are you utilizing dash cameras in your units? If so, about how many do you have?

COLONEL OSBORNE:

Yes, the Highway Patrol is currently operating with a different vendor for the dash cameras. Now that there is a contract in place for the body cameras, which are TASER Axon Body Cameras, the Division is going to be moving over to the Axon Fleet dash cameras so the troopers do not have to have multiple devices.

SENATOR GUSTAVSON:

What are the drug testing breathalyzer devices called, was it Drager?

COLONEL OSBORN:

Yes, they are called Drager Portable Breath (PBT) Testers.

SENATOR GUSTAVSON:

Did you say your Department had three?

COLONEL OSBORN:

We have more than three, but I do not know exactly how many are available. I can get the numbers back to the Committee.

SENATOR GUSTAVSON:

Is the Department purchasing them, or is the Department getting some financial help on purchasing them?

COLONEL OSBORN:

The Department purchases some, and some are purchased through grants.

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CHAIR MANENDO:

Thank you for bringing some information forward to us that we need to take care of in the Legislature. There being no further business to come before the Committee, the meeting is adjourned at 10:31 a.m.

RESPECTFULLY SUBMITTED:

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Debbie Shope,  
Committee Secretary

APPROVED BY:

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Senator Mark A. Manendo, Chair

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

<b>EXHIBIT SUMMARY</b>				
<b>Bill</b>	<b>Exhibit / # of pages</b>		<b>Witness / Entity</b>	<b>Description</b>
	A	1		Agenda
	B	2		Attendance Roster
S.B. 13	C	3	Amy E. Davey / Office of Traffic Safety	Written Testimony
	D	27	James M. Wright / Department of Public Safety	Department of Public Safety Overview
	E	12	Amy E. Davey / Office of Traffic Safety	Office of Traffic Safety
	F	2	Amy E. Davey / Office of Traffic Safety	Nevada Fact Sheet – Young Drivers
	G	2	Amy E. Davey / Office of Traffic Safety	Nevada Fact Sheet – Seat Belt
	H	2	Amy E. Davey / Office of Traffic Safety	Nevada Fact Sheet – Impaired Driving, Ignition Interlock
	I	14	Dennis S. Osborn / Nevada Highway Patrol	Nevada Highway Patrol Overview