MINUTES OF THE MEETING OF THE SENATE COMMITTEE ON FINANCE AND ASSEMBLY COMMITTEE ON WAYS AND MEANS SUBCOMMITTEES ON PUBLIC SAFETY, NATURAL RESOURCES, AND TRANSPORTATION

Eighty-third Session
February 14, 2025

The joint meeting of the Subcommittees on Public Safety, Natural Resources, and Transportation of the Senate Committee on Finance and the Assembly Committee on Ways and Means was called to order by Chair Angela D. Taylor at 9:30 a.m. on Friday, February 14, 2025, in Room 2135 of the Legislative Building, 401 South Carson Street, Carson City, Nevada. The meeting was videoconferenced to Room 6 of the Nevada Legislature Hearing Rooms, 7120 Amigo Street, 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. Link to Executive Budget. Link to Budget Amendments.

SENATE SUBCOMMITTEE MEMBERS PRESENT:

Senator Angela D. Taylor, Chair
Senator Rochelle T. Nguyen
Senator Robin L. Titus

ASSEMBLY SUBCOMMITTEE MEMBERS PRESENT:

Assemblymember Tracy Brown-May, Vice Chair
Assemblymember Natha C. Anderson
Assemblymember Jill Dickman
Assemblymember Brian Hibbetts
Assemblymember Erica Mosca

COMMITTEE MEMBERS ABSENT:

Assemblymember Howard Watts, Chair, (Excused)

STAFF MEMBERS PRESENT:

Sarah Coffman, Fiscal Analyst

Julie Waller, Principal Deputy Fiscal Analyst
Tom Weber, Program Analyst
Dee Chekowitz-Dykes, Committee Secretary
Bepsy Strasburg, Committee Secretary

OTHERS PRESENT:

Kristi Defer, Senior Fiscal Officer, Nevada Department of Public Safety
Sheri Brueggemann, Deputy Director, Nevada Department of Public Safety
Curtis Palmer, Deputy Director, Office of Finance, Office of the Governor
James T. Simpson, Chief, Training Division, Nevada Department of Public Safety
Patrick J. Conmay, Chief, Nevada Highway Patrol Division, Nevada Department of Public Safety
Martin A. Mleczko Jr., Nevada Highway Patrol Division, Nevada Department of Public Safety
Jennifer Ramos, Administrative Services Officer, Nevada Highway Patrol Division, Nevada Department of Public Safety
Danielle Hafeman, Ignition Interlock Program Manager, Nevada Highway Patrol Division, Nevada Department of Public Safety
Denny J. Gortari, Fleet Administrator, Nevada Highway Patrol Division, Nevada Department of Public Safety
Tamrah L. Jackson, Chief, Parole and Probation Division, Nevada Department of Public Safety
Aaron Evans, Deputy Chief, Northern Command, Parole and Probation Division, Nevada Department of Public Safety
James Shubert, Deputy Chief, Southern Command, Parole and Probation Division, Nevada Department of Public Safety,
Amy Davey, Administrator, Office of Traffic Safety, Nevada Department of Public Safety

CHAIR TAYLOR:
We will start with the Director's Office budget in the Nevada Department of Public Safety.

KRISTI DEFER (Senior Fiscal Officer, Nevada Department of Public Safety):
I will be presenting an overview of the budgetary request for the Director's Office, budget account (B/A) 201-4706 and B/A 201-4730 in our presentation (Exhibit C contains copyrighted material. Original is available upon request of the Research Library.).

PUBLIC SAFETY

DEPARTMENT OF PUBLIC SAFETY

DPS - Director's Office — Budget Page PUBLIC SAFETY-9 (Volume III)
Budget Account 201-4706

DPS - Public Safety One-Shots — Budget Page PUBLIC SAFETY-49 (Volume III)
Budget Account 201-4730

The Nevada State Police serves as a law enforcement agency across Nevada, coordinating with local, state and federal agencies and community partners to provide the highest level of public safety services for Nevadans and visitors to the Silver State. The Nevada Department of Public Safety (DPS) has struggled with hiring and retention in years past, specifically with our sworn and dispatch classifications. We are pleased to discuss our progress in these areas and share our proposed plans to build upon this momentum in the upcoming biennium.

Here is our organization chart [page 4 of Exhibit C]. I will not dwell on it, but there are many years of leadership within our organization. In the Director's Office organization chart are our fiscal, payroll and accounting positions. The next slide is our Public Safety, State Police Communications Team where you see one of the positions in this budget, the digital media specialist, in the red circle. Next is our Human Resources organizational chart. We have some positions circled in red which we will get into further into our presentation. We have our Research and Planning Technology Unit where we have some positions in our budget request.

The next slide compares the departmental sworn, separated versus hired ratio. We are excited to report that for the first year since 2017, we had more hires than separations in fiscal year (FY) 2023-2024. We attribute these numbers to

the success of the All-Star Talent recruitment campaign that was initiated mid-2024 as a pilot program with America Rescue Plan Act of 2021 grant funding. We have made strides in hiring and retention, but we still struggle with certain divisions with both sworn and civilian positions. It is critical that we continue our efforts, so we do not lose more ground. I would like to point out that the vacancies in our Records, Communication and Compliance Division (RCCD) with dispatchers are due to the dispatch pay which is just not competitive. We have discussed that a little bit in previous presentations, and we are trying to work with the Governor's Office and the Governor's Finance Office to find solutions.

The All-Star Talent campaign has increased our applicants for sworn positions by nearly 71 percent from 2023 to 2024. We have accomplished this with an aggressive social media campaign. We are ensuring that the potential candidates are engaged and guided through the hiring process, so we do not lose them. The All-Star Talent staff has been amazing in helping to augment the numbers we are able to bring in organically, which is shown on that slide.

SHERI BRUEGGEMANN (Deputy Director, Nevada Department of Public Safety):
I am going to talk about our All-Star Talent year-end program, and we are very, very excited about the numbers we have been seeing. On the next slide, you are seeing some of our numbers through the campaigns. We picked up 700 applications, 235 in the northern and 465 in the southern part of the State. That is significant for us considering out of every 100 applicants, we might get one over the finish line into the Academy. So those numbers are critical to see volume coming in.

I must point out that without the raises that you gave them last biennium, I would have nothing to market. This is bringing them close to the competitive markets of the counties' and cities' law enforcement and made it something where I could put advertisements out there saying we are the best of the best and we are competitive too. That made a difference.

We are looking at 6,426 candidates that came down to 700 applications, and the cost per candidate is $18.48 which does not seem bad. The cost per application is $169, which is kind of pricey, but compared to what? This question is going to come up repeatedly. Do we want to spend this kind of money on marketing? My answer is that we can no longer assume the people

are going to come to us just because we are here. We have a smaller group of people we are working toward, and the labor market is not what it used to be. Those of us who have been in the labor market for a while are retiring, and we need to find a way to reach the people who might want to fill these jobs. I point that out as I do not have anything for comparison except that my loss of an officer is significantly more than that.

The next slide is comparison of total applicants. This compares total applicants to the prior year, and it is almost double. We are looking for more applicants and we will weed through them. One of the things that we did this year is, we are using two officers from our division to be actual recruiters. They are out in the field working with the military people, anything and everybody we can think of—the colleges, the schools. They are the ones taking the phone calls from the potential people. They are the ones locked into the computer system that All-Star Talent is doing for us. They keep the numbers for us, so these two recruiters are constantly in touch with our applicants, and they walk them through the system. I get a number every time I lose somebody, I get a number every time I win somebody too.

We know that our applications are coming by lead sources and most of them are coming from Meta, which is a Facebook type of lead. Then, there are Google and Indeed. You will see "Organic" on the charts, where we cannot specifically tie applicants to our campaigns because their email did not come in through the system, but because it is a significant increase over the same period of the prior year, chances are they are driven by the advertisements. Either way it works for us.

Our conversion rate is still lower than we would like. If we take the number of candidates who come in versus the applications, we are only getting about 10 percent of candidates into the application forum. Now, we and All-Star Talent as a group discuss this every week. We go through the numbers, and the biggest slowdown seems to be our Nevada Employee Action and Timekeeping System, which is set up for an upgrade in July. We do hope that is going to help because the application process is kind of messy. It is difficult for a lot of people, but it is still not really accounting for the low conversion rate.

In addition to helping them through this system, we do virtual recruiting events (VRE). The first Wednesday of the month, my team and I, which includes two of my captains in charge of the training facilities and quite a few of our recruiters and officers, get online and do an event. The people who are new to All-Star Talent or who have come through their checkpoint get invited to these online events. We have 250 to 300 people sign up for these events. We had 150 people show up at an event. We just go online and talk to them about what it is like to be an officer here in the State, which really seems to make a difference.

When you look at the details, we have 39 candidates so far who have been sent offer letters, which is huge for us. That means they are starting in a future academy. Our next hope is to follow these applicants through the process. Did they make it through the academy? Have they been here a year? Have they been here two years? Can we tie these numbers down so that we can figure out a more targeted approach? We are working towards that. This is the only system we ever had to be able to track any of this because none of the previous personnel systems did any of that. It would have been hand checking, which is such a significant volume, we never could have done it.

The next couple of pages have more details on the virtual recruitments, the attendance rate and the conversion rate. About 38 percent of the people who sign up show up and have a pretty good time. I have reports for each VRE since we started them. On it, is a link that will take you to a recording of the VRE. If any of you would like to see one of the VRE [recordings], I can send it to you. If you would like to attend a VRE, I can send you the date and the time so you can attend and watch. We have been very pleased with the success.

MS. DEFER:
The first decision units focus on marketing and recruitment in B/A 201-4730 which is our one-shot budget account. Decision unit E-280 provides the one-shot funding for the recruitment campaign and targets the officer and dispatch classifications for the Nevada State Police. This would continue the recruitment campaign discussed by the Deputy Director into the next biennium. It is a pilot program. As the Deputy Director said, we started this mid last year, and we had great success. We want to keep that momentum going into the

biennium, then measure the results and evaluate if it should be a request in a future biennium.

E-280 Public Safety & Infrastructure — Page PUBLIC SAFETY-49

Moving into B/A 201-4706, the first decision unit is E-275 which requests to add one new digital media specialist to assist the department with digital recruitment and retention.

E-275 Public Safety & Infrastructure — Page PUBLIC SAFETY-11

We have seen the power of social media and the exponential impact it can have. This full-time position, dedicated to expanding our social media presence and tracking metrics to measure success, is going to be an enormous assistance to our one dedicated public information officer (PIO) position. The PIO position is not sufficient for a department of our size with the type of specialized challenges we have.

Next, is decision unit E-278 in B/A 201-4706 which requests funds for the installation of cubicle wall partitions for the Public Safety Background Investigation Unit. They currently do not have anything that is separating their desks for privacy and defined workspaces. We would request that this decision unit be funded. We also would request E-279 which would add one additional background technician to our background unit to assist in expediting the background investigations. We are also anticipating more background investigations will come in from the recruitment campaign. This request is based on a detailed analysis of the workload metrics and the anticipated growth in demand for both civilian and sworn position investigations.

E-278 Public Safety & Infrastructure — Page PUBLIC SAFETY-12
E-279 Public Safety & Infrastructure — Page PUBLIC SAFETY-12

The second set of requests are for our Research and Planning Technology Unit. This unit was transferred from the Nevada Highway Patrol (NHP) to the Director's Office last session to centralize critical support operations. This unit oversees our departmental operation of our CAD software, our citation software, body and car cameras, and other software and technologies that are

specific to law enforcement and our organization. The duties transferred with them last session, but no additional positions were provided. Decision unit E-285 in B/A 201-4706 requests to add an IT manager and a new IT professional position to assist the unit in supporting the entire department with their technology needs. We want to deploy additional software. We are tracking inventory for the Department, use of force tracking and reporting so having these additional positions will allow us to better support the Department.

E-285 Public Safety & Infrastructure — Page PUBLIC SAFETY-14

Decision unit E-284 in B/A 201-4706 requests to upgrade our existing inventory software that the unit brought over with them from NHP. We want to expand to a web-based application so we can utilize that software to track the inventory for our entire Department.

E-284 Public Safety & Infrastructure — Page PUBLIC SAFETY-13

Decision unit E-282 in B/A 201-4706 funds a departmental contract that provides for replacement, ongoing equipment support, cartridges, software support and certification courses for all our taser energy weapons for the Department.

E-282 Public Safety & Infrastructure — Page PUBLIC SAFETY-12

Decision unit E-249 in B/A 201-4706 funds the Division's portion of a new location in Las Vegas. The Department was directed to vacate our previously leased locations in Las Vegas and consolidate into a leased building procured by the Nevada Department of Administration. This new lease was approved by the Board of Examiners at the August 13, 2024, meeting, and we are currently in the process of transitioning into this new location with funding provided by B/A 101-1301.

E-249 Economic Growth & Business Development — Page PUBLIC SAFETY-11

ELECTED OFFICIALS

Governor's Ofc of Finance - Special Appropriations — Budget Page ELECTED-88 (Volume I)
Budget Account 101-1301

The next decision unit, E-902 in B/A 201-4706, request the transfer of the equal opportunity officer position from B/A 201-4706 to B/A 717-1363 [Department of Administration] which was submitted at the request of Nevada Division of Human Resource Management which wants to centralize those positions statewide.

E-902 Transfer from DPS DO to Human Resource Mgt — Page PUBLIC SAFETY-17

FINANCE AND ADMINISTRATION

DEPARTMENT OF ADMINISTRATION

Administration - HRM - Human Resource Management — Budget Page ADMIN-51 (Volume I)
Budget Account 717-1363

E-902 Transfer EEO From DPS DO to Resource Mgt — Page ADMIN-61

Decision units E-903 and E-901 in B/A 201-4706 request to transfer positions from NHP [B/A 201-4713 decision unit E-900] and the RCCD [B/A 101-4709 decision unit E-901] into the Research and Planning Technology Unit as outlined in the organizational charts shown earlier in our presentation. The Business Process Analyst positions will provide mobile, data, computer or Mobile Data Computer (MDC) support and be a point of contact with the Office of the Chief Information Officer (OCIO) which provides IT services to the unit. Decision unit E-903 in B/A 201-4706 will provide clerical assistance to include ongoing inventory efforts, communicating, coordinating and deploying equipment.

E-903 Transfers from NHP To DPS Director Office — Page PUBLIC SAFETY-18
E-901 Transfers from RCCD To DPS Director Office — Page PUBLIC SAFETY-17

DPS - Nevada Highway Patrol Division — Budget Page PUBLIC SAFETY-55 (Volume III)
Budget Account 201-4713

E-900 Transfers From NHP To DPS Director Office — Page PUBLIC SAFETY-68

Dps-Central Rep For NV Records of Criminal History — Budget Page PUBLIC SAFETY-121 (Volume III)
Budget Account 101-4709

E-901 Transfers From RCCD To DPS Director Office — Page PUBLIC SAFETY-129

Decision unit E-900 in B/A 201-4706 transfers three polygraphers from NHP [B/A 201-4713 decision unit E-900] to the Background Unit. These positions were reclassified from vacant DPS officer II positions to polygraphers in 2019 due to the need that the Unit had, but there was insufficient staffing and funding within the Director's Office. They have been serving the entire Department, and we thought it was more appropriate to transfer them into a cost allocated budget.

E-900 Transfers from NHP To DPS Director Office — Page PUBLIC SAFETY-16
E-900 Transfers From NHP To DPS Director Office — Page PUBLIC SAFETY-68

Decision unit E-710 in B/A 201-4706 replaces computer hardware and software. Decision unit E-711 in B/A 201-4706 is replacing office chairs on a seven-year cycle.

E-710 Equipment Replacement — Page PUBLIC SAFETY-16
E-711 Equipment Replacement — Page PUBLIC SAFETY-16

Decision unit E-283 in B/A 201-4706 funds an all-inclusive accountability system that will replace our current system that is utilized by our Office of Professional Responsibility (OPR). It is also going to provide tracking for use of force pursuits and vehicle damage. There are a lot of different things that this new software will be able to do that the old software cannot do, which is why we are centralizing it in the Director's Office and cost allocating it out. The

existing system that OPR is using is outdated and starting to fail. We are trying to get ahead of that so we do not lose a lot of the historical critical data. Upgrading provides us the opportunity to move into a cloud-based system because we are on old physical servers right now. It would also enhance the security of the information.

E-283 Public Safety & Infrastructure — Page PUBLIC SAFETY-13

Decision unit E-289 in B/A 201-4706 is kind of a catch-all but funds in-state travel, background investigation contract services, software contracts and uniform items to align the authority with the FY 2023-2024 actuals due to increased costs that exceeded the legislatively approved base amounts.

E-289 Public Safety & Infrastructure — Page PUBLIC SAFETY-14

ASSEMBLYMEMBER ANDERSON:
We had some discussions about trying to do some changes to the Research and Planning Technology Team in the 2023 Session. Slide 7 [Exhibit C] kind of explained the different positions. What is the Department's long-term plan in developing the Research and Planning Technology Team?

MS. BRUEGGEMANN:
We are very close to the finish of our plan. Most of our software services are specific to a particular vendor or a type. They are not statewide. They can be as big as the Nevada Criminal Justice Information System (NCJIS) modernization which you will be hearing later in the month, or as small as a couple of the items that Ms. Defer just mentioned. One of them obviously would be our coordination with the All-Star Talent team, let alone the new one that is going to take care of OPR. All of those are web-based and managed by the vendors. They require no assistance from OCIO.

When we lost our IT Department, we lost everyone who could advise us. We do not have the ability to quickly make decisions, turn right or turn left, ask for help or not ask for help. This group of people we have gathered kind of bridges that spot. If it is an OCIO issue, they can go to them and then brief us on our choices or what we can do with it because we are just not that kind of experts. We are, as the Director would say, law enforcement. It is our plan to get

enough people together so that they can help us make big decisions that usually cost a lot of money.

ASSEMBLYMEMBER ANDERSON:
Could you define OPR again? Because my mind cannot figure out what that would be.

MS. BRUEGGEMANN:
It is Office of Professional Responsibility, and they do all the administrative investigation.

ASSEMBLYMEMBER ANDERSON:
Do you think that there will be further resources that are necessary? I mean, it sounds like it is getting close. You mentioned earlier about the cloud-based system security. Do you anticipate any further resources that will be necessary to meet these goals?

MS. DEFER:
As the Deputy Director said, I think we are close. We had received some questions about this presentation prior to today, and the answer is that we want to add these positions and then evaluate where we are. If there are further needs that we identify, we will submit those requests in a future biennium. I think that we are going to be a lot closer to where we need to be with these additional positions.

ASSEMBLYMEMBER MOSCA:
Can you discuss what specific services currently provided by the Office of the Chief Information Officer would be transitioned to the Department?

MS. DEFER:
It is a little complicated because OCIO provides our IT support, our desktop support, which is not going to change. Nobody is transferring from OCIO. That happened many sessions ago where those positions were transferred over to OCIO to centralize the support at their unit. As the Deputy Director said, we really have a need, because of our law enforcement specific software needs, technology needs and specialized unit equipment, to research those items and make decisions. To answer your question, there will not be any transfer with

OCIO. This Unit is kind of an intermediary between the OCIO and the Department's needs.

ASSEMBLYMEMBER MOSCA:
I think you answered my second question, but I just want to make sure. What you are saying is the specific needs, and is that why you have recommended these changes because they are very specific to your office?

MS. DEFER:
Yes, that is correct.

SENATOR TITUS:
I want to refer to your presentation and specifically on slide 9 [Exhibit C]. I understand the $169 per candidate is the cost of advertising, but that is not even close to the cost. If they are accepted, there is the cost of the training which will be discussed at some point. What is the actual cost per training for one of these great folks? On slide 9, however, I am really concerned despite the advertising and the applications, that your vacancy rate is alarming for folks out there on the highways. The NHP has a dramatic worsening of the vacancy rate from 28 percent to 33 percent. Can you explain that? This advertising has not helped that, or you have been successful recruiting, and it takes time to train the recruits. I know how long Peace Officers' Standards and Training Curriculum (POST) takes. I understand that. But boy, that is dramatic worsening.

MS. BRUEGGEMANN:
Yes, it is. We have found that of the new applicants, the trend used to be, if I have a new officer, what is your pick? They want to go with the lights, the sirens, the uniforms and the cool stuff. The people we are getting today, the younger generation, are looking for Monday through Friday with weekends off. Parole and Probation (P&P) is benefiting right now, and they are doing rather well. They have reduced their vacancies.

On the other hand, NHP has quite a bit of work to do. We have talked about this, and it is again back to those salary surveys. The comprehensive issue and apparently that is not going to be available to anybody for another year and a half. That makes a big difference.

A lot of the people who have retired and left are of that age and that group of people who have moved through the system and are retiring. A large portion of us are retiring and our most senior people have been in NHP until this point. We have been hiring and promoting, but not nearly at the rate we need. We are continuing to work towards that, to try and target those areas. We have changed our advertising forum to specific areas throughout the State, showing the rules in specific cities and what you can do, and that is mostly for our NHP folks. We have one of our recruiters who has gone out to Elko or Winnemucca, I can't remember which one, and did a little event out there where she did hire somebody. We are working on it, but it is just not as easy to fill the NHP positions as it is to fill the P&P positions, much to our surprise.

SENATOR TITUS:
I live in a rural area and finding folks who are willing to go to the rural areas is tough. I like the idea that you are reaching out. You know if you grow them, that is the best part, right? So, reaching out to individual communities and job fairs in the communities are important. Are you doing any budget enhancements for the folks on the street as opposed to promoting folks into training positions and taking them off the street? I see it is a little top-heavy and not enough incentive for those young folks to stay out there on the roads. Is there some program to incentivize them?

MS. BRUEGGEMANN:
If you are referring to incentives paid, there is nothing. At this point, we have done everything we can without the funding we would need to provide those incentives. We have talked about, or tried to get funding, for rural areas or hard-to-fill areas. We have talked about doing several areas where we would have a team of our officers go to those areas and stay there for weeks at a time and then come home, kind of like a mini fire department to support those areas. The funding is still an issue. We are competitive right now. In July, once the Public Employees Retirement System (PERS) numbers hit and the benefit numbers hit, I do not know that we will be as competitive as we were. Without the funding to do incentives to stay, and the new pay scale may provide some of that, because it will increase the top, but we do not know. That is way above my level and, unfortunately, control.

SENATOR TITUS:
I just want to make sure that your officers are safe. I worry about that vacancy rate, especially out in the rural areas where, maybe, even if you have a memorandum of understanding with the local law enforcement there is no backup for these guys or gals. Seeing that vacancy rate has me very alarmed.

SENATOR TAYLOR:
I was in a conversation with someone this week, and we were talking about how the difference in pay impacts your ability. You hit on that a little bit. Would you mind going in that direction a little bit more? How much are people hiring your people?

MS. BRUEGGEMANN:
We are not higher in pay than anybody else right now. We are just not so far behind that it is a no-brainer to go somewhere else. I know my NHP folks, the Colonel and the Lieutenant Colonel, will probably tell you that we are everybody's last choice. That may be true because they can get higher rate of pay, higher incentive, holidays, longer vacations and longer compensatory times. They have everything on the books, and we cannot offer our employees the same thing. Our PERS is the biggest issue because, in most cases, the counties are paying part or all the PERS, and we cannot compete with that. We try to compete with personality and, you know, just the name. That is kind of why you heard of the Nevada State Police. It was trying to build the image up, and there is a lot to be said for that. There is a lot we do, and they deserve a lot of respect. But again, our hands are tied. Until we are comparable with the locals, we will never ever be the first where people come to look for a job.

ASSEMBLYMEMBER BROWN-MAY:
I do have a couple of questions though, relative to the transfer of positions. I just want to make sure that we are clear. Can you talk about the projected impact on RCCD and NHP if the transfer of these four positions is approved?

MS. BRUEGGEMANN:
There will be no impact at all to NHP because we have been using them in that position all along. That was the case. They had the vacancies that we could turn into these positions. We did not. There were no enhancements even considered last biennium. They got lost in the shuffle. Regarding RCCD, those

positions became available as they progressed through their NCJIS modernization. They have the final group of people to maintain NCJIS modernization which you will hear quite a bit more about when they present. So, these positions are no longer needed by NCJIS modernization, but we need them. It seemed like an opportunity to move them to this group and team.

ASSEMBLYMEMBER BROWN-MAY:
There are six positions that are proposed to be added to the Research and Planning Technology Team, right? How do they fit within the three existing groups that you have? You have radio system management, operational maintenance technology, and research and planning technology. How do they fit?

MS. DEFER:
As the Deputy Director said, those positions, if you go to that organization chart, are already reflected in the chart. Some of the transfer positions are already working within the unit. A couple of them are additional positions, but we see them performing administrative duties which would allow the higher-level positions, the specialized positions, to focus on their duties more.

The administrative assistants are going to be in the administrative, payroll, and those types of positions to support the unit. We do not have a chief level. It is basically a business process analyst III who is supervising the whole unit and reporting directly to me. We wanted to add the IT manager I as a chief position who would report directly to the Director and Deputy Director and make it its own unit to report directly to the Director.

We wanted the other IT positions to be more of a liaison, as we discussed before, between this unit and the OCIO to make sure that we are all working together, we are all on the same page. Coordinating is a lot of the ask and additional equipment support. I believe there is a lot riding on the shoulders of the people that are deploying equipment right now for body cameras and MDCs and being able to split the duties amongst these additional positions would be a great help to us.

ASSEMBLYMEMBER BROWN-MAY:
I heard you say a little bit about some of the additional services, like there is liaison that will happen. Can you talk what additional services would be provided to the department by the Research and Planning Technical Team because of these additional positions.

MS. DEFER:
I do not know if it is additional things. It is things that the Research and Planning Technical Team is already handling but does not have the proper staffing to be able to support the entire department right now. As I discussed, the unit came over from other divisions. Previously, we did not get additional positions, but they are intended to support the entire department. As the Deputy Director said, we have software that may not be deployed or built by OCIO, but they may need to maintain an aspect of it so there is a lot of coordination that must happen. I think that we can do a much better job than we have in the past working with the OCIO and make sure we are all on the same sheet of music. We can provide better support to the entire department by having these additional positions.

ASSEMBLYMEMBER DICKMAN:
I am just quickly going back to the vacancy rate. I was curious what Traffic Safety is. What falls under that because that vacancy rate is down as well.

MS. BRUEGGEMANN:
The Traffic Safety Chief is here today to present her budget, and I believe has only nine or eight full-time equivalent staff. It is a very small area because most of the positions are contract positions and funded by grants. They do not show up properly unfortunately, so one position being vacant is going to show a huge percentage.

SENATOR NGUYEN:
I am going to kind of draw your attention back to some of the things that I know, as a Legislator, everyone on this dais hears about background checks from constituents all the time. If the current timeline for preemployment background checks is three weeks, what is the estimated timeline for a background check to be completed with one additional background investigation technician position?

MS. BRUEGGEMANN:
We were provided those numbers. I will read you what I have. The background unit experienced a significant increase in the number of investigations conducted between 2023 and 2024. Specifically, civilian positions increased from 272 in 2023 to 377 in 2024, reflecting a 38.6 percent growth. Sworn position cases increased from 462 in 2023 to 546 in 2024, representing an 18.2 percent growth. The combined total workload rose from 734 cases in 2023 to 923 in 2024, marking an overall 25 percent increase in the unit's case volume. We believe a single background check person will assist to keep up or, at least, maintain the time it takes us to get through a background, which is approximately three weeks long.

SENATOR NGUYEN:
You do not anticipate it would speed up that background check at all. It would just maintain the three weeks of average timeline.

MS. BRUEGGEMANN:
Absolutely. I do not expect that we will improve. If we wanted improvement, which I do, we would need more of them.

SENATOR NGUYEN:
So, the addition, again I just want to clarify, keeps us at the status quo of three weeks. It does not improve. It just makes sure that we do not fall to four weeks or five weeks.

MS. BRUEGGEMANN:
That is correct.

SENATOR NGUYEN:
You had talked briefly about this during your presentation about the digital media specialist position. How do you see this new position or the addition of this specialist position increasing or enhancing public safety?

MS. BRUEGGEMANN:
On social media you will see our Facebook page. We are all over Facebook and that is due to our PIO. The PIO uses video and pictures which she takes, or she has a lot of friends in the field, the PIOs from the divisions, and there are other

people who will take pictures and send them to us. We use those photographs and videos in all our presentations. Everything you see in here is from our PIO or our people. Everything we do with All-Star Talent is using our pictures and our people. We cannot afford to send our PIO all over the State and still have her handling all the media requests that we must do.

We expect that this person is going to be able to go out and get the videos. For instance, we do snapshots of our academies and then post them on our website so that we can show potential employees what it might be like to go through the academy or, at least, get them prepared in their mind. Is this something you really want to do, or is this something that looks fun to you?

We do that a lot with everything, but we cannot do as much as we would like to do. For instance, if we videoed this, we would probably cut out dead time. Just editing a video takes almost an hour per five minutes of video. This person would be helpful to be able to fulfill that function for us.

SENATOR NGUYEN:
We had approved some one-time money in Interim Finance Committee (IFC), and I believe that contract was just approved in December. I fully recognize that we are not even two months into that contract. I was wondering if you could provide a status update on the implementation of that recruitment campaign. Obviously, it has only been approved for a little while, and it remains as a one-shot in the Governor's recommended budget. Is this something that you anticipate having success with, this recruiting kind of process in the future? That would necessitate it to be an ongoing cost that your Department and your Agency would constantly need instead of having to come back to IFC with work programs and getting one-shot funds.

MS. BRUEGGEMANN:
Yes. This program is still on trial. Personally, my experience tells me we are always going to need some form of marketing to fill these positions. I cannot imagine how that could change in any way. On the other hand, I do not know that All-Star Talent is the ultimate answer. I cannot say that we are ready to go on and put All-Star Talent in our budget. But that amount of money is probably going to be needed on a regular basis to market for positions, if nothing else. It

is kind of a quasi-thing. It is new and still on trial. We felt one-shot funds might be more appropriate at this point.

ASSEMBLYMEMBER ANDERSON:
From some of the background information and a little bit on the budget, it appears that you are moving. Was there a need that arose or was that a directive? I am really confused by how that happened. Are there any sort of budget accounts that are continuing to pay rent for buildings with this new Bermuda area. If you could, please go through that process for us.

MS. BRUEGGEMANN:
I probably cannot go through the process. We were not involved. This was handled at a higher level. As it was explained to me, Nevada Department of Transportation (NDOT) needed a home because they did not have the funding to build a building. How the Freeway and Arterial System of Transportation (FAST) building became theirs when it was specifically built for NHP, I do not have an answer for that. It needed to be done, and we are doing the best we can with whatever we are given. The difficulty with the rent is yes, we already had two existing rental agreements.

The understanding we have is that Buildings and Grounds are trying to find someone to backfill those leases. The lease in one case is quite lengthy and includes tenant improvements so that would be our Training Division lease. It would be costly, and they threatened to sue us if we try and back out of that lease. We are not sure how this is going to happen, so the best solution is for them to backfill those leases. If that is done, then we will be left with the lease on the new building.

ASSEMBLYMEMBER ANDERSON:
I want to make sure I have this right. There is a lease that was agreed by the State for two different buildings. It was for a long term, longer than just a few more months. You were told at one point that this is not going to work out. Your department must move without you asking for this, and you were directed to move. Now there is a possibility that the State will have to worry about the lease agreement that was agreed to earlier. Is that what I am understanding for this process?

CURTIS PALMER (Deputy Director, Office of Finance, Office of the Governor):
The information that Deputy Director Brueggemann has given is accurate per my understanding. There was not a request on the part of DPS to move, but rather a need arose within NDOT, and some decisions were made working with the Governor's Office. I cannot speak to how or any of the details of that decision making. I do know that there is some concern about the existing leases which Buildings and Grounds is trying to work out as far as that goes. There was a larger need, I guess is the answer, within the State that they were trying to solve.

ASSEMBLYMEMBER ANDERSON:
Has this partnership with NDOT occurred in the past where there was a need within NDOT, so it has impacted this area, or is this something new? I am really trying to wrap my head around how this process happened.

MS. BRUEGGEMANN:
There was an approval to build the FAST building with Highway Fund monies back around 2000. The FAST building was NHP's Southern Command headquarters. They were in the process of building when they got to a point and needed more funds. At that point, they enlisted the aid of FAST, which is a segment of NDOT, to contribute funding. The understanding was, at the end of the build both entities, FAST and NHP, would share the operating expenses.

Nevada Department of Transportation has managed those expenses all along, and gave us our fair share of expenses, quarterly or annually, based on square footage. Freeway and Arterial System of Transportation occupies X amount they get X amount of the cost, Highway Patrol, etc. There has been a long-standing understanding, and the rates have been going through, just the cost of the building all this time. Unfortunately, that is all I can give you.

ASSEMBLYMEMBER ANDERSON:
I am just going to say that I am very concerned about a possible lease agreement impacting your budget from something that you were told that you must do in addition to another rental fee that you must pay. Am I understanding that you have a lease agreement in your budget, and you also have the rental of the new area?

MS. DEFER:
The ongoing leases were for the Training Division at Renaissance Drive, OPR had a little piece of that, and Investigations is on Flamingo. Those leases are still in effect, and they are not included in our base budget with the anticipation that we will try to figure something out, either Building and Grounds finding another agency to take over the space or buying out those leases. This is what I am being told from other agencies. I cannot provide any other additional information about what the plan is moving forward. But yes, those leases are still in effect for Public Safety.

ASSEMBLYMEMBER ANDERSON:
Are there any cost estimates available related to what needs to happen to bring the Evidence Vault into this new area where you have been directed, not necessarily a choice for you.

MS. DEFER:
I do not have the cost estimates in front of me, but I do have them. I would be happy to provide the committees with those numbers. It would take a significant build-out of the new Bermuda space to accommodate the Evidence Vault. Until we can secure that funding and figure out what that looks like, the Evidence Vault is kind of on an island over at the FAST building, separated from NHP at Bermuda. I know that we are actively working to figure out a solution to that. But, yes, there would be a significant cost to that move.

CHAIR TAYLOR:
Just as a wrap up, you moved to a building that was not large enough for everything that you needed.

MS. DEFER:
Without the tenant improvements, that is correct. There is build-out that needs to happen at that new building to accommodate our needs. Because the FAST building, as the Deputy Director said, was built specifically for our needs, and we are kind of moving into a building that is already existing, and we are trying to make it fit our Department. So without those tenant improvements, no.

CHAIR TAYLOR:
Hearing no further questions, we will move to the Training Division budget.

JAMES T. SIMPSON (Chief, Training Division, Nevada Department of Public Safety):
I will be presenting [B/A 101-]3775 - DPS - Training Division (Exhibit D contains copyrighted material. Original is available upon request of the Research Library.).

DPS - Training Division – Budget Page PUBLIC SAFETY-32 (Volume III)
Budget Account 101-3775

The mission of the Training Division is to facilitate progressive, effective training in basic law enforcement, continuing education, career growth and development of DPS employees utilizing professional and ethical methodology.

The slide shows the organizational chart. Those in red are the positions we are hoping to bring during this session, including a training officer in Las Vegas and two sergeants, to facilitate our own service and professional development of statewide staff.

Among our accomplishments, we have an academy in Las Vegas and in Carson City. In the past two fiscal years, since last session, we have graduated 69 cadets. The Training Division oversees the sworn recruiters and firearms coordinator for DPS to centralize our training and provide good consistent training throughout the State. Our staff in Las Vegas help often by teaching emergency vehicle operator courses and standardized field sobriety testing to other law enforcement agencies in those areas.

Our goal is to bolster those in service right now. We do block training for all the sworn officers in NHP, P&P, OPR, Capital Police and State Fire Marshal. We also instruct first line supervisors in Northern and Southern Nevada, go statewide so local agencies and our own can have trained supervisors who are at the sergeant level or those who want to become sergeants to see if it is something that they want to do. [We have] basic instructor development class so people can get up and speak or instruct classes. We like to be organic with what we teach. It costs a lot of money to have outside instructors come to talk to us. If we get in-house instructors, that is a win.

We have taught 248 people in the past couple of years in Verbal Judo through our cadets and outside for de-escalation. If I can talk to you in a nice way to get

you [to not] do something that you should not do, that is a win for everybody. It saves the State money. It is a huge risk management.

We do the block training for the State. We would have mandatory training and finish it by a certain date. You always have a straggler, but we are trying to minimize that. We used to do 12 extra classes a year. Now, we are only doing one. It is about 2 percent deficiency. We are trying to be at 100 percent efficiency by our deadline.

I mentioned the base instructor development. We have two new master instructors and several intermediate throughout DPS, so we can train our own people. The Training Division has also partnered with the University of Nevada, Las Vegas, in recent years to have our cadets, who graduate the academy, get up to nine course credits for three classes upon graduation. An educated force is a good force to have.

Human trafficking is a problem within our State. In Nevada, we have Formula 1, Super Bowl, huge concerts, conventions, Electric Daisy Carnival and all these other things. The human trafficking people are not flying in, they are driving on our highways to get here. It is not just sex trafficking. It is also forced labor. If we can be the focal point for the entire State to educate law enforcement statewide on what to look for, we can hopefully put a big dent in it. That is something we hope to do through partnerships with the universities and the Las Vegas Convention Center in the future.

Our numbers for graduating cadets are not quite where we want them to be. Three years ago, it was 67 percent. In FY 2022-2023, it was 74, and last year it was 54 percent. Our goal is 80 percent. I believe we can achieve that goal. Those are numbers in the past. In our POST mandates, I discuss that we want to be 100 percent. Everybody is getting trained, but not everybody is getting trained on time. We had 98 percent in FY 2021-2022, 96 percent in FY 2022-2023 and 98 percent in FY 2023-2024. Our goal is 100 percent which I believe we can do. We are going to touch upon that again in some of our one-shots with Management Learning Systems.

In FY 2021-2022, which was during the last session, we had five resign. Those were for personal reasons. Most of those reasons are due to pay and benefits as

well as family members or family reasons that, maybe, this is not what they want to do. We have done a really good job at minimizing academic failures by working with our cadets, not just trying to get rid of them but trying to teach them along the way and giving them second chances. We have invested a lot of time and money into these cadets. The divisions want them, and it is our duty to try to get the best product out there.

Decision unit E-249 in B/A 101-3775 is funding a new location in Las Vegas. Decision unit E-275 requests one new DPS major position. The DPS Training Division is mandated by *Nevada Revised Statutes* (NRS) 480.140 subsection 7 to provide training to DPS employees. There is need from the Department to streamline training practices throughout the State.

E-249 Economic Growth & Business Development — Page PUBLIC SAFETY-35
E-275 Public Safety & Infrastructure — Page PUBLIC SAFETY-35

Decision unit E-276 in B/A 101-3775 request adds a new training officer to the Southern Command Office. The Training Division has two separate academies, one located in Las Vegas and the other located in Carson City. There is a need for additional support within the Training Division. The duties of the training officer continue to grow to more closely coincide with NRS. There is a need for additional staff with increased workload, and this is in line with our professional development and, at the end of the day, the better trained we are, the lower the risk is to the State.

E-276 Public Safety & Infrastructure — Page PUBLIC SAFETY-36

Decision unit E-278 in B/A 101-3775 funds the creation of a central repository for all employee training information including compliance with training, professional development opportunities for employees and Department training workflows. This includes initial set up and ongoing yearly cost. Currently, everything we have is either on our S drive, the hard drive or in paper binders. If I were to ask the training officer for records, she needs to go in there and find them. It will be nice to have a central repository where we can handle all training, whether it is to pull the records to create classes, have testing, print testing certificates and track their training throughout their career.

E-278 Public Safety & Infrastructure — Page PUBLIC SAFETY-37
Decision unit E-904 and E-905 in B/A 101-3775 go hand in hand. Right now, the Training Division has four employees in NHP and four employees in P&P assigned as corporals who train the cadets. We want to send them back to their home divisions. They will be on temporary duty (TDY) to the Training Division so that would affect B/A [101-]3740 and [B/A 201-]4713 respectively. There is no cost to each division, and it is for consistency.

E-904 Transfers From Training Div To NHP — Page PUBLIC SAFETY-38
E-905 Transfers From Training Div To Parole & Probation — Page PUBLIC SAFETY-38

DPS - Division of Parole and Probation — Budget Page PUBLIC SAFETY-85 (Volume III)
Budget Account 101-3740

E-905 Transfers From Training To Parole & Probation — Page PUBLIC SAFETY-97

DPS - Nevada Highway Patrol Division — Budget Page PUBLIC SAFETY-55 (Volume III)
Budget Account 201-4713

E-904 Transfers Training Div To NHP — Page PUBLIC SAFETY-69

Decision unit E-277 in B/A 101-3775 is a request for two additional sergeants, one in Northern and one in Southern Nevada for the two academies of the Training Division. They would also oversee the professional development, work with the in-service training aspects and provide additional leadership support.

E-277 Public Safety & Infrastructure — Page PUBLIC SAFETY-36

For our one-shots appropriations, the first request is for $83,118 which is split into two parts: FY 2025-2026 has $81,814 and FY 2026-2027 has $1,304. This request replaces computer hardware and software per the OCIO recommendations.

FY 2026 One-Shot: This request replaces computer hardware and associated software per the Office of the Chief Information Officer's recommended replacement schedule.
Public Safety, Training Division. (BUDGET OVERVIEW-25)

FY 2027 One-Shot: This request replaces computer hardware and associated software per the Office of the Chief Information Officer's recommended replacement schedule.
Public Safety, Training Division. (BUDGET OVERVIEW-30)

The second request funds replacement of the dormitory beds and mattresses. The Division request is to replace four beds for the fiscal year. Currently, they have steel cots that were made before I joined in the early 2000s. The mattresses are the green, hard plastic rubber ones. If they roll over, they wake their roommate. They are really outdated, and this is a step in the right direction, so they feel kind of human when they are trying to get officers.

The fund request is split into two parts: FY 2025-2026 requests $15,793 and FY 2026-2027 requests $15,793.

FY 2026 One-Shot: This request funds the replacement of the dormitory beds and mattresses. The division requests to replace four beds per fiscal year.
Public Safety, Training Division. (BUDGET OVERVIEW-25)

FY 2027 One-Shot: This request funds the replacement of the dormitory beds and mattresses. The division requests to replace four beds per fiscal year.
Public Safety, Training Division. (BUDGET OVERVIEW-30)

The third request of $6,720 funds the replacement of handguns for the DPS training officers. Currently, our handguns are anywhere between 17 and 12 years old in the Training Division and they are at end of life.

FY 2026 One-Shot: This request funds the replacement of pistols for DPS Training officers.
Public Safety, Training Division. (BUDGET OVERVIEW-25)

The next one-shot appropriation funds critical and necessary building maintenance projects at the DPS training facility in Carson City. This will include HVAC roof issues, security in the front office and the access control system. They are all outdated and our front-line security is Plexiglass, which does not provide security at all. The request is for $112,300 which is split into $26,500 in FY 2025-2026 and $85,800 in FY 2026-2027.

FY 2026 One-Shot: This request funds critical and necessary building maintenance projects at the Department of Public Safety (DPS) Training facility located in Carson City as recommended by State Public Works division.
Public Safety, Training Division. (BUDGET OVERVIEW-25)

FY 2027 One-Shot: This request funds critical and necessary building maintenance projects at the Department of Public Safety (DPS) Training facility located in Carson City as recommended by State Public Works division.
Public Safety, Training Division. (BUDGET OVERVIEW-30)

The next one-shot appropriation request funds janitorial and landscaping services for the DPS training facility in Carson City. Currently we have no funds for that. We have staff or cadets cleaning the buildings, mowing the lawns and shoveling snow. We have no snow service. The fund request is for $27,420 split into $13,710 in FY 2025-2026 and $13,710 in FY 2026-2027.

FY 2026 One-Shot: This request funds janitorial services, landscaping, and other various maintenance services for the DPS Training facility located in Carson City.
Public Safety, Training Division. (BUDGET OVERVIEW-25)

FY 2027 One-Shot: This request funds janitorial services, landscaping, and other various maintenance services for the DPS Training facility located in Carson City.
Public Safety, Training Division. (BUDGET OVERVIEW-30)

ASSEMBLYMEMBER MOSCA:
Could you explain the need for a new DPS manager position as opposed to reclassifying the DPS captain position to a DPS major position.

MR. SIMPSON:
The Training Division continues to grow, and it is necessary to have the leadership in place for the Division. The major would be in Carson City. The captain would be in Las Vegas under the major, but also overseeing that large area. Most of our cadets are in the southern part of the State. Per NRS, the Training Division is not only responsible for the training of cadets but continuing education. Our continuing education needs to be better. We must work on professional development, which will make our current employees, whether they are sworn or civilian, not just sergeants or management analysts IIs, but to be the informal leaders so people on the road can look up to somebody in the office to ask a question.

Our biggest job is to minimize the risk of the State of Nevada and those coming through. So right now, there are 640 sworn employees, 648 civilians within DPS. By having this command structure, it helps facilitate the management of training. If you were to have a captain telling a colonel or a chief that we need to do this, having a major at that level makes it easier to have the balanced or the level playing field. As a major, it is the last stop before you get into the classified position. We want to have consistency within the Training Division. We do not want to have a revolving door of someone possibly promoting out. If you have a good captain, there is timing and positions they could promote out. This is like a final stop unless you made that higher level, so it gives it sound structure.

ASSEMBLYMEMBER BROWN-MAY:
Can you talk about the additional training officer position and how that would ensure training needs are met for the nonsworn staff?

MR. SIMPSON:
The training officer would be in Las Vegas. We have one training officer in Carson City and her duties should be a lot more than it is. We are doing records without a records management system for about 1,000 people when fully

staffed. The training officer job is to develop curriculum, teach classes. They are not keeping up on that because we are bombarded with other stuff.

Back in 2009, I transferred to the Training Division to be the sergeant for professional development, but that stopped right away. We did not have the funds, and we have been pushing for professional development of our employees for a minimum of 16 years now. We need to do more than just train basic cadets. We need to develop leaders within our house, and more than just first line supervisors. We need to get tactical supervision so the sergeants and lieutenants can make good decisions on the road. We need to bring classes from State Administration to our civilian force for better leadership. We have a problem statewide. We train people, and other people take them. If we can invest in our employees and they feel like we invest in them and we mean it, they might stick around. That is important to me, everybody here and to you as well.

The State is one state, but we do have a geographic footprint in each area. It would allow Las Vegas to have a training officer so it is managed out of there, bring classes there, eventually instruct the classes down there. The cost of flying people up here, per diem and all that is astronomical. This would be a huge savings at the end of the day.

ASSEMBLYMEMBER BROWN-MAY:
Can you talk about what specific training gaps currently exist within the Nevada Department of Public Safety that the two new DPS sergeant positions would address?

MR. SIMPSON:
The new positions would focus more on the in-service and professional development side of the world. Currently we have two sergeants. One runs the academy in the north and one runs the academy in the south, which are full-time plus jobs. By having the training officers, one in Northern and one in Southern Nevada, they could oversee the in-service training that the Training Division took on.

Years past, each division did their own training. Nevada Highway Patrol did NHP. Parole and Probation did P&P. We are trying to integrate it because we

are one force. If I know someone I am working with or train with them, we have the same tactics and the same mindset which goes a long way. We have been doing it. It has been taxing and is crazy on some of the staff, but we can all train together. We do block training. We have our range defensive tactics, all the State mandates and Verbal Judo. They can coordinate it and ensure it is being done properly. You have oversight. We can have a training class and say here is a scenario and we want it to go a certain way. There are times an officer must go hands-on so we may have a hands-on scenario. We may have a scenario that is strictly verbal. The sergeant would ensure that these scenarios are going that way, and it is within what we want so nobody goes off the wrong path. I will stress professional development. They can oversee that and ensure it happens.

ASSEMBLYMEMBER BROWN-MAY:
Would the use of a DPS officer on temporary assignment from another division to perform training duties in the Training Division result in a loss of experience or knowledge associated with a permanent training officer?

MR. SIMPSON:
The time as a corporal is not a lifetime job. You need relevant experience. We put somebody in a corporal role, fresh off P&P, Fire Marshal or NHP, they are there for about two years, two and a half, or three years, then it is time to go back on the road. Our job, our knowledge is perishable. Our experiences change, case law changes so what we do on the road, our tactics change so you want to have a fresh person in that role.

Currently, we had a difficult time getting corporals to come to us in the Training Division. We do not have an overtime budget. We have a flat budget. Their peers, who they have worked with for years, have a take-home car, they have overtime, they get holiday pay, the benefits of the job. The troopers, probation officers, may work weekends and work nights but have the benefits, but in the Training Division, they lose all those benefits. This allows them to retain those benefits. Going back to what you said though, time in, time out, you cannot be in a teacher's role forever, you need to have relevant experience, so we do need the ability to have them rotate in and out.

SENATOR NGUYEN:
Can you clarify whether the divisions of NHP and P&P would be able to provide the necessary equipment and voluntary overtime to the eight transferred positions without additional resources?

MR. SIMPSON:
If we transfer these spots back to the divisions, they can retain all their items and then come to teach for us, instruct for us and lead the cadets as corporals. It would be a TDY position.

SENATOR NGUYEN:
In the Executive Budget, there is no additional funding for overtime or equipment costs. It is not recommended for these positions in the NHP or P&P budget accounts. It is unclear to me whether there is excess equipment or overtime authority available in those base budgets for the eight positions recommended to be transferred.

MS. DEFER:
Those are two very large divisions. As the Major said, they are already TDY as we speak. This is kind of making that official and giving those divisions the position control numbers specifically. I think I understand your question. I believe that they are big enough that they can absorb those additional positions and the overtime costs. A lot of the overtime done by the divisions is grant funded and there are vacancies. I do not think there is going to be an additional need for equipment or vehicles if that is the question.

SENATOR NGUYEN:
Or, even overtime authority?

MS. DEFER:
This is already a practice that is happening, and this is just kind of making that transfer official.

MS. BRUEGGEMANN:
It has been a practice or a policy of the State not to budget overtime, and that has gotten more and more strict as the years have gone by. Any of the employees at the Training Division are pretty much forced to take compensatory

time. At the end of the academy, they are pushed to use that compensatory time, so we do not have a huge payment at the end of the fiscal year. It is a balancing ground.

We do use P&P and NHP and return significant funds out of category 1 back into the funds at the end of the year. We are confident that we will be able to fully fund these positions without impacting P&P or NHP operations, but it allows them to participate in overtime events on their weekends for NHP or P&P. They can still earn those items away from the Training Division on weekends and get the overtime from the grants or from the general public if it is one of those type of overtime assignments. There will be no impact on the divisions. There is a positive impact to be able to move an employee from A to B without going through a recruitment or step-by-step disciplinary action, which is not something we want to do, but it is very, very important that we have the very, very right people in our Training Academy because that is where attitudes start.

SENATOR TITUS:
I am still confused about these positions you are asking for. I am worried that you are displacing folks who are on the roads and moving them into training. I am looking back to page 9 of the presentation. You have 0 percent vacancy in the Training Division but now you are having this ... again I mentioned it earlier, that I am concerned about this top-heavy organization. More majors, and not maybe majors, but sergeants and captains, but we are now taking these patrol folks off and putting them in training. We have 0 percent vacancy, and you are going to do lateral transfers so you have an increasing void of your people on the highways now that I worry about, not only for public safety but safety for your officers. You have a training position where you do not have to schedule overtime. Is the overtime a carrot that you are giving your folks so they can make a little bit more money with overtime? Is that what we are looking at here?

MR. SIMPSON:
I was a sergeant years ago at the Training Division. The overtime and compensatory time earned at teaching classes that go later. The Academy is not Monday through Friday, 8:00 a.m. to 5:00 p.m., with an hour lunch break. Many times, you come early for other testing or other scenarios. We have done

a lot of scenarios. We try to get scenario-based training to our cadets and sometimes the days go past 5:00 p.m. With the positions we are getting, since day one we have always had positions from the other divisions, so we are not taking from them. We do not hire from the outside. We are not going to hire a person through a want advertisement in the *New York Times* and say come teach for us. We get our teaching staff from the divisions so they would be coming to us no matter how you look at it. What we are willing to do, and we have talked with the Colonel is, if they are not teaching, put them on the road.

SENATOR TITUS:
I was recently at a POST graduation, and there were people from NHP there. You share POST. Is this a separate training that they do after they finish POST training? None of your folks do POST training anymore?

MR. SIMPSON:
We have our own academy. The DPS Training Division trains all DPS employees. All sworn POST is separate from us.

SENATOR TITUS:
I still feel it is a top-heavy program. I am worried about our public officer safety on the road.

PATRICK J. CONMAY, Chief, Nevada Highway Patrol Division, Nevada Department of Public Safety
We would like to combine the presentations for B/As 201-4713 and 201-4721.

DPS - Highway Safety Grants Account — Budget Page PUBLIC SAFETY-75 (Volume III)
Budget Account 201-4721

MARTIN A. MLECZKO JR. (Nevada Highway Patrol Division, Nevada Department of Public Safety):
Our presentation is DPS — Nevada Highway Patrol (Exhibit E contains copyrighted material. Original is available upon request of the Research Library.).

This year marks 75 years of service since the NHP was founded. For 7 1/2 decades, our troopers have stood watch over Nevada's highways,

responding to crashes, pulling families from wreckage, stopping impaired drivers before tragedy strikes, and delivering life-altering news when it could not be prevented.

This is not just a job. It is a calling. Every trooper carries the weight of the lives they have saved and those they could not. And yet, despite the heartbreak, our mission remains unchanged to prevent the next tragedy. But today's challenges are different. The roads are faster, the distractions greater and the risks deadlier.

Since 1949, the NHP has operated under Chapter 480 of the NRS which defines our mission as: to protect lives through traffic safety enforcement; to investigate crashes to prevent future ones; to regulate commercial vehicle operations; and to disrupt crime on our roadways.

We started with just 10 troopers covering only rural Nevada. Today, we are responsible for 392 troopers, across 34 offices statewide, covering more than 100,000 lane miles, a network large enough to circle the Earth four times. As Nevada grows, so does the risk.

Over the past decade, fatal crashes have increased 37 percent. These are not just numbers, they represent names, families and preventable tragedies. To be solution driven, we have updated our strategic plan which focuses on modernizing our approach, investing in technology and training, and ensuring our members have all the resources needed to serve at their best and to save lives.

At the heart of the NHP is a simple, yet powerful promise. We will do everything we can to ensure Nevadans make it home safely. We are not just traffic cops, we are lifesavers.

Every mile we patrol, every stop we make, every decision we face carries one mission, to save lives. We serve with urgency and precision because a single second can be the difference between life and death, and because the right action at the right time can prevent a crash that never makes the headlines but changes a family's future forever. Standing still is not an option. Proactive

solutions save lives. Our mission is not just about today. It is about building a safer future for every Nevadan.

To carry out our mission, NHP operates under three core budget accounts: Budget account [201-]4713 which funds our primary operations, B/A 201-4721 which funds our Commercial Enforcement and Safety Programs and B/A 201-4705 which funds our Specialized Operations.

DPS - NHP K-9 Program — Budget Page PUBLIC SAFETY-73 (Volume III)
Budget Account 101-4705

While our budget is divided, our focus is singular—saving lives. High visibility enforcement and crash prevention in part aims at targeting impaired driving and speeding. Commercial vehicle oversight ensures safety compliance to help prevent catastrophic crashes. Specialized Operations support combatting human trafficking and criminal interdiction. To protect Nevada's future, we must be positioned strategically and geographically to act before tragedy strikes.

Everything we do is driven by three strategic priorities: reducing roadway deaths—simply put every life matters, and we are focused on proactive measures; enhancing public trust—trust is not given, it is earned through transparency, accountability and consistent service; and improving operational efficiency—maximizing impact with the resources we have, using technology and data to keep Nevada safe.

These are not just goals; they are commitments to the people of Nevada. We are purpose-driven, people-powered and focused on results. Traffic safety is built on three pillars: education, enforcement, and engineering.

For education, every crash has a story. We are improving our use of data to create targeted public awareness campaigns, to deliver critical safety messages through community outreach and across digital platforms.

For enforcement, we focus on the "Fatal Five" behaviors which include: impaired driving, hazardous crash causing violations, speeding, distracted driving and seatbelts.

For engineering, we continue to work with partners statewide on a year-round basis to improve road design and safety.

Prevention starts with presence on the roads, in communities and through smart infrastructure. With continued support, we can make Nevada's roads safer for all.

We measure progress through the Mileage Death Rate (MDR) which is the number of lives lost per 100 million vehicle miles traveled, as defined by the National Highway Traffic Safety Administration.

As observed in the chart, Nevada's fatality rates have often exceeded the national average. Our work is far from being done. We must strengthen our efforts to save lives and address the crisis on Nevada's roadways.

Nevada's MDR rose from 1.26 in 2022 to 1.34 in 2023, with a projected increase to 1.40 in 2024, continuing an upward trend. Primary contributing factors continue to be speeding, impairment, distracted driving and not using seat belts. Between 2017 and 2022, Nevada's fatalities rose 35 percent, outpacing the 15 percent national increase. This is more than a statistic. Every number represents a name, a family, a future lost. The challenge is growing, and so must our efforts.

We are leveraging data-driven strategies, targeted enforcement and community engagement to reverse this trend; however, we must all intensify our efforts, because behind every number is a life that could have been saved.

Nevada's highways are critical arteries for commerce, but with growth, comes risk. Commercial vehicles account for a relatively small amount of all traffic crashes in Nevada but with disproportionately severe impacts due to size and cargo.

We investigated 29 fatal commercial vehicle crashes in 2024, a 52 percent increase from 2020. These crashes often cause major road closures delaying emergency responses and disrupting interstate commerce.

Commercial growth is also accelerating. According to Federal Motor Carrier Safety Administration, Nevada has seen a 52 percent increase in registered carriers and a 31 percent rise in drivers since 2019. Our Commercial Operations and Motor Carrier Safety Teams ensure that commerce does not come at the expense of safety through rigorous inspections, real-time monitoring and targeted enforcement.

On average, our troopers drive over 24,000 miles each year in some of the most extreme conditions across the country. There is nothing they do not experience. In these conditions, fleet reliability is not just a priority, it is a lifeline. Since 2015, we have worked tirelessly to improve our on-time maintenance from an initial performance goal of 85 percent in 2015 to a current 91.3 percent. This success is no accident. It is the result of proactive maintenance, strategic investments and a relentless commitment to safety.

Per the CDC, traffic crashes are the leading causes of preventable deaths with over 120 per day resulting in a loss of $470 billion dollars. Since our last legislative presentation in 2023, 798 people lost their lives on Nevada's roads. The map on the left [page 11 of Exhibit E] is for last year alone and shows the location of each tragedy we investigated. The chart on the right shows year over year fatalities since 2014, a 42 percent increase in ten years, and over 3,800 fatalities later. These numbers exceed the combined capacity of many of our Nevada schools, highlighting the scale of this public health crisis, and the need to act.

This crisis is not just on our roads, it is within our ranks too. Senator Titus, just to address some of your concerns, our team was able to quickly pull some numbers for you. There are 169 trooper positions vacant out of an authorized 392. This is a 43 percent vacancy rate statewide.

Fewer troopers mean slower response times, fewer impaired drivers stopped, faster speeds, deadlier crashes and more dangerous roads for everyone. Nevada is growing. Tourism is booming. But without safety, growth loses its meaning.

A University of Nevada, Las Vegas, resource allocation study recently found that when a trooper cannot respond within 30 minutes, crash fatality risk rises significantly. In some areas, help may be an hour or more away, if it is coming

at all. Every empty position widens the gap between crisis and care. We are committed to reversing these trends, but we need the resources and the help to do it.

JENNIFER RAMOS (Administrative Services Officer, Nevada Highway Patrol Division, Nevada Department of Public Safety):
Decision unit E-249 in B/A 201-4713 requests funds for a new building location in Las Vegas. Decision unit E-276 funds a dedicated tow program manager.

E-249 Economic Growth & Business Development — Page PUBLIC SAFETY-59
E-276 Public Safety & Infrastructure — Page PUBLIC SAFETY-59

Decision unit E-277 in B/A 201-4713 funds an additional staff member for the Ignition Interlock Program. Decision unit E-279 funds additional cell phone lines for all sworn positions to improve redundancy and communications.

E-277 Public Safety & Infrastructure — Page PUBLIC SAFETY-60
E-279 Public Safety & Infrastructure — Page PUBLIC SAFETY-61

Decision unit 280 in B/A 201-4713 funds the integration of the existing AssetWorks application into a fleet telematics cloud system. Decision unit E-281 funds OnSolve CodeRED, an emergency notification system providing rapid, mass notifications during emergencies.

E-280 Public Safety & Infrastructure — Page PUBLIC SAFETY-61
E-281 Public Safety & Infrastructure — Page PUBLIC SAFETY-62

Decision unit E-282 in B/A 201-4713 funds the expansion of the training category to focus on development and performance. Decision unit E-283 funds additional uniform items including external vest carriers, external vest polo shirts, traffic safety vests and other accessories not included in previous budgetary requests.

E-282 Public Safety & Infrastructure — Page PUBLIC SAFETY-62
E-283 Public Safety & Infrastructure — Page PUBLIC SAFETY-62

Decision unit E-284 in B/A 201-4713 request funds for various operating line items due to increased usage or costs above base levels. Decision unit E-290 requests funds to increase the Division's dignitary protection category for the cost of providing protective services to travelling dignitaries.

E-284 Public Safety & Infrastructure — Page PUBLIC SAFETY-63
E-290 Public Safety & Infrastructure — Page PUBLIC SAFETY-63

Decision unit E-292 in B/A 201-4713 funds Collision Forensic Solutions software renewals required to operate existing forensic mapping equipment utilized by NHP Traffic Homicide Unit. Decision unit E-302 funds the continuation of a wellness program that was partially funded by a federal grant in FY 2024-2025.

E-292 Public Safety & Infrastructure — Page PUBLIC SAFETY-64
E-302 Government Support Services — Page PUBLIC SAFETY-65

Decision unit E-305 in B/A 201-4713 funds annual wellness visits for sworn staff as mandated by statute. This enhancement utilizes an existing department-wide contract for psychological first aid. Decision unit E-713 replaces computer hardware and associated software per the Office of the Chief Information Officer's recommended replacement schedule.

E-305 Government Support Services — Page PUBLIC SAFETY-65
E-713 Equipment Replacement — Page PUBLIC SAFETY-66

Decision unit E-716 in B/A 201-4713 funds the replacement of end-of-life AdobePro and Microsoft Visio licenses with the new ongoing monthly subscription model. Decision unit E-725 funds the purchase of a second modem and an associated Subscriber Identity Module line for integration into NHP rural area patrol vehicles with the intent to mitigate connectivity issues.

E-716 Equipment Replacement — Page PUBLIC SAFETY-66
E-725 New Equipment — Page PUBLIC SAFETY-67

There are two one-shot appropriations. The first appropriation funds the replacement vehicles which are expected to reach their mileage thresholds and

their associated special equipment. The second funds the replacement of motorcycles which are expected to reach their mileage threshold and their associated special equipment.

FY 2026 One-Shot: This request funds replacement fleet vehicles and associated special equipment for Nevada Highway Patrol vehicles which are expected to reach their mileage thresholds of 100,000 miles for sedans, 125,000 miles for pickups and 125,000 miles for police interceptor utility vehicles in accordance with State Administrative Manual (SAM) 1316-Vehicle Replacement Policy.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

FY 2026 One-Shot: This request funds replacement of fleet motorcycles and associated special equipment for Nevada Highway Patrol motorcycles which are expected to reach their mileage threshold of 60,000 miles in accordance with the manufacturer's warranty.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

The next one-shot appropriation funds the replacement of MDCs per the replacement schedule and associated citation printers that have reached their end-of-life schedule. The total funds are $1,696,208 with $1,281,579 in FY 2025-2026 and the remaining amount of $414,629 in FY 2026-2027.

FY 2026 One-Shot: This request funds the replacement of Mobile Data Computers (MDCs) per a three-year manufacturer suggested replacement schedule, and associated citation printers that have exceeded their useful life.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

FY 2027 One-Shot: This request funds the replacement of Mobile Data Computers (MDCs) per a three-year manufacturer suggested replacement schedule, and associated citation printers that have exceeded their useful life.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-30)

The next one-shot appropriation funds the replacement of portable radios and associated radar certification equipment that have reached their end-of-life schedule.

FY 2026 One-Shot: This request replaces 518 portable radios and associated radar certification equipment that are out-of-life.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

The next one-shot appropriation funds the replacement of vehicle hoists for in-house automotive garages and an obsolete forklift. This request also replaces two vehicle trailers that have reached their end-of-life schedule.

FY 2026 One-Shot: This request funds replacement of two vehicle hoists used in the Nevada Highway Patrol (NHP) Northern Command fleet garage and an obsolete forklift in the NHP Reno Command fleet garage. This request also replaces two Southern Command trailers that are out of useful life.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

The next one-shot appropriation funds the replacement of current drones to comply with S.B. No. 11 of the 82nd Session. It also funds the replacement of scales needed to enforce overweight commercial motor vehicles as required by NRS and federal regulations.

FY 2026 One-Shot: This request replaces current drones to comply with Senate Bill 11. It also requests replacement of current scales needed to enforce overweight commercial motor vehicles as is required by NRS and Title 23 Code of Federal Regulations.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

The next one-shot appropriation funds the replacement of our body worn cameras in accordance with the replacement schedule and NRS. The total funds are $2,600,651 with $891,831 in FY 2025-2026 and the remaining amount of $1,708,820 in FY 2026-2027.

FY 2026 One-Shot: This request replaces all body worn cameras for the division in accordance with the manufacturer's recommendations and per NRS 289.830.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

FY 2027 One-Shot: This request replaces all body worn cameras for the division in accordance with the manufacturer's recommendations and per NRS 289.830.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-30)

The next one-shot appropriation funds the replacement of end of life first aid kits that are issued to all sworn members.

FY 2026 One-Shot: This request funds the purchase of Individual First Aid Kits (IFAKs) for issuance to all Nevada Highway Patrol sworn staff.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

The next one-shot appropriation funds the purchase of LED Sequential Flares.

FY 2026 One-Shot: This request funds the purchase of LED sequential flares.
DPS – Nevada Highway Patrol Division. (BUDGET OVERVIEW-25)

The next one-shot appropriation funds the purchase of red dot optics and associated ammunition.

FY 2026 One-Shot: This request funds the purchase of red dot optics and associated ammunition for all pistols for a red dot transition course to address challenges in accuracy, response time, and increased risk during incidents.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-26)

The next one-shot appropriation funds three outside storage containers for storing toxic evidence, such as marijuana laced with hazardous substances to limit employee exposure.

FY 2026 One-Shot: This request funds three 20-foot containers, one for each NHP regional command (Elko, Reno, Las Vegas) for storing toxic evidence, such as marijuana laced with hazardous substances.
Public Safety, Nevada Highway Patrol Division. (BUDGET OVERVIEW-26)

Decision unit E-277 in B/A 201-4721 funds six additional Commercial Vehicle Safety Inspector positions and associated equipment. Decision unit E-278 in B/A 201-4721 funds DriveWyze Smart Roadways, a virtual sign network with direct access to message truck drivers with proactive, targeted, in-cab alerts that result in safer and more efficient freight travel. Decision unit E-279 in B/A 201-4721 funds one new vehicle lease.

DPS - Highway Safety Grants Account — Budget Page PUBLIC SAFETY-75 (Volume III)
Budget Account 201-4721

E-277 Public Safety & Infrastructure — Page PUBLIC SAFETY-77
E-278 Public Safety & Infrastructure — Page PUBLIC SAFETY-78
E-279 Public Safety & Infrastructure — Page PUBLIC SAFETY-78

Decision unit E-710 in B/A 201-4721 funds the replacement of computer hardware and associated software per the replacement schedule. It also replaces modems and MDCs per the replacement schedule.

E-710 Equipment Replacement — Page PUBLIC SAFETY-78

MR. MLECZKO:
Nevada's highways do not just connect communities, they connect global events, tourism and economic growth. From the Stanley Cup to the Super Bowl, from wildfire evacuations to record-breaking tourism surges, our troopers ensure safety amongst the State's biggest moments.

With Major League Baseball coming to Las Vegas and the return of Formula 1, our responsibilities continue to expand with already nearly 3,000 special events and contract services annually statewide.

We serve every corner of the State, from the bright lights of Las Vegas to the high-altitude passes of Lake Tahoe, the growing city of Reno to the remote highways of Elko. Nevada is more than just where we work, it is our home. Keeping it safe is our duty.

Service, sacrifice and honor. We pause to remember Sergeant Michael Abbate and Trooper Alberto Felix, who made the ultimate sacrifice. On November 30, 2023, both were struck and killed by a fleeing impaired driver who failed to move over while they were assisting a stranded motorist. Their loss is felt not just within our ranks but across the country. Their sacrifice, along with the other self-reported 91 responders killed roadside over the past two years, reinforces the urgency of strengthening protections for those who serve on our roadways. We will never forget.

Traffic safety is not just our responsibility, it is a shared commitment that requires action, and we are leading from the front. To continue progress, we are requesting legislative support for three bills in the coming weeks: Assembly Bill (A.B.) 54, Move Over Law Enhancement; Senate Bill (S.B.) 37, Road Rage Law; and S.B. 56, DUI Testing & Reporting.

ASSEMBLY BILL 54: Revises penalties for failing to take certain precautions when approaching a traffic incident. (BDR 43-244)

SENATE BILL 37: Prohibits engaging in road rage. (BDR 43-242)

SENATE BILL 56: Revises provisions relating to driving a vehicle or operating a vessel under the influence. (BDR 43-243)

We cannot afford to be reactive. These measures will save lives and make Nevada's roads safer. With your support, we can turn policy into protection.

Progress is only possible when we act. Over the past two years, critical advancements have been made through legislative and strategic efforts. These wins will save lives, but our work is far from over. Momentum matters and continued legislative support ensures that Nevada remains at the forefront. As I said earlier, every trooper carries the weight of the lives they have saved and the ones they could not.

We have seen too many take their last breath on our highways. We do this work because we believe every death is preventable, and what we do makes a difference. The next life saved could be a mother, a father, a child. It could be someone you know. It could be you. We are purpose-driven and people-powered. We are the Nevada Highway Patrol. Let us continue to build a safer Nevada together.

SENATOR NGUYEN:
I believe that you are part of this contract with All-Star Talent. Can you discuss efforts, both successful and unsuccessful, that you guys have utilized during this current biennium to reduce vacancy rates?

MR. CONMAY:
The recruitment and hiring processes that the Department is currently employing are targeting more than an individual division. They are being handled at the Director's Office level on behalf of the Department. The Division will interact with the Director's Office and talk about needs, talk about ideas and thoughts regarding recruitment of targeted positions. I think the Deputy Director discussed it earlier and identified that in the current environment, in the current pool of people we are targeting and trying to hire, there is more interest right now in a job where you can work Monday through Friday with weekends off. It is much more difficult to entice people to do the shift work kind of job.

I have been, not to be bragging, involved in this business now for 52 years, and I have watched this evolve over time. There was a period where we did not really need to do any marketing or recruiting. We had thousands of people who wanted to do the job, and that is not necessarily the case today. It is kind of cyclical. I anticipate that it will go the other way eventually. But where we are now in history, we just do not have people coming to us. We have to market, and we are hiring those who are interested and qualified, but they are not always interested in working the shift work or the kind of job that this requires. We discuss it all the time. We work in conjunction with the Department's overall efforts.

ASSEMBLYMEMBER BROWN-MAY:
I am going to give you three rapid fire questions. Mine are all about the ignition interlock. When does the Nevada Department of Public Safety expect to receive

Legislative Commission approval to establish regulations for collecting fees? How much program fee revenue does the Agency project would be collected over the 2025-2027 biennium? If the projected program fee revenue collected over the biennium is insufficient, how would the Agency fund the recommended program officer position?

DANIELLE HAFEMAN (Ignition Interlock Program Manager, Nevada Highway Patrol Division, Nevada Department of Public Safety):
Currently, our regulations are with the attorney. It has been a while to draft them with the changes in the language and having them separated from the committee. It is taking longer than expected, but we are expecting them back soon. We can get the amount that we are projecting to collect for you. I do not have that information on me. As soon as they are passed, we will start collecting immediately.

ASSEMBLYMEMBER BROWN-MAY:
The first question is when are we going to get through the Legislative Commission? I believe I heard you say as soon as you get the language back.

MR. SIMPSON:
I was with Patrol until a month ago. I was working on this with Ms. Hafeman. We already had our public hearing. We sent the recommendations, the revisions to the Legislative Counsel Bureau. We are waiting for those to come back. Being the start of session, they are very busy too. As soon as we get that back, we want to have the last hearing, get those published and in place.

ASSEMBLYMEMBER BROWN-MAY:
The second question is about how much ignition interlock fee revenue do you project would be collected over the 2025-2027 biennium? What is the total revenue? Then, if there is not enough revenue, how is the Agency going to fund the recommended program officer position?

MS. RAMOS:
In FY 2023-2024, we initiated the ignition interlock budget account for the purpose of collecting the fees. At that time, our projections were totaling $364,500 annually. There are a variety of factors including the 11 ignition

interlock installation centers generating certification fees. Over time, we expect the revenue to increase as the number of vendors increases.

As far as the question with regards to funding the position, an Agency request was submitted for the Highway Fund monies. We are anticipating collecting fees this spring, but we are probably not going to have enough fee revenue actualized to be able to support the position. It would be our hope that it would be funded with Highway Fund monies initially so that we could get our bearings, establish the fee revenue and then reimburse the Highway Fund from the fees.

ASSEMBLYMEMBER BROWN-MAY:
What happens if we do not have enough revenue to fund the position?

MS. RAMOS:
I do not know that we will have the revenue to support it. It would take something like the Highway Fund request to support a position.

ASSEMBLYMEMBER MOSCA:
My two questions are on B/A 201-4721. How much additional grant funding does the Agency project to receive related to noncommercial motor vehicle inspection activities if the recommended positions are approved?

MS. RAMOS:
The six commercial vehicle safety inspector positions have been approved in the current active grants that are three-year grants and upcoming awards. The funding is there. The average award ranges from $4 million to $4.5 million for each of those three-year awards, and we get a new award every year. The funding is there. It is approved on the federal side.

ASSEMBLYMEMBER MOSCA:
What was the Agency's plan to address the noncompliance with the maintenance of effort threshold requirement?

MR. CONMAY:
I do not think we have that information available today. Can I get back to you with that?

SENATOR TITUS:
My budget question relates to decision unit E-279 [in B/A 201-4713] for additional cell phones and E-725 for the modems. I do not care how many new cell phones you get because I get new cell phones all the time, and I still do not have cell phone access. I appreciate the additional cell phones and all that, but the modems are going to be one of the more important things for access once you have these new phones. Are you looking at different carriers that might have more or do you go to different carriers? I have two different phones because in some areas I have great AT&T and, in some areas, I have great Verizon. I am going to go to Starlink in a while and T-Mobile because they are going to be Starlink. Do you have the ability to change your carriers because it is so different where you are?

DENNY J. GORTARI (Fleet Administrator, Nevada Highway Patrol Division, Nevada Department of Public Safety):
Decision unit E-725 in B/A 201-4713 is part of the solution. We are doing hardware, and then it is also an additional cellular service. This is for our mobile data computers that are in the vehicles. When we have an officer out there, we are receiving a lot of complaints, and the complaints are they would lose their ability to use their mobile data computer. I heard you mentioning your concerns at other hearings, and that is very true. When they are out in the middle of Ely, the rural areas, we have identified 57 locations where we are assigning the troopers, and it is a big problem.

What this essentially does is add another modem to the router in the vehicle to switch services. What we have found is you are going to have two different services. You are going to have the primary services and that is going to help uptime for our troopers in terms of using their mobile data computer. If you are out there in the middle of nowhere, and let us say, for example, we have an issue where there is a natural disaster or something, you want our troopers and members to have connectivity.

If they are going to do checkups for example, [they need] continuous access to critical systems, and there is a big benefit to having both of those services. This enhancement gives the troopers the ability to seamlessly switch between two different carriers, should one drop off, the other one can pick up.

SENATOR TITUS:
I have two different carriers, but I am still in blackout zones, so I switched to Starlink. I have a portable Starlink. When I go on my Elk hunts, and I literally have no cell control, I can get on the computer. Are you looking at anything past those traditional carriers?

MR. GORTARI:
We are always looking at innovative ways to improve what we are trying to do. Certainly, we would look at that. I can tell you that is a capability that I know the Lieutenant Colonel has mentioned to me. We want to look in that. Usually when we dig in, we do a thorough assessment of it. We would definitely have to do that. There would obviously be a cost associated with it.

ASSEMBLYMEMBER ANDERSON:
I just want to make sure I have this correct. Yes, there are some filled positions, but more importantly in some of our areas, we do not have enough people driving around. Let us use USA Parkway as the example. It is safe, but we do not have enough people at this time on USA Parkway. I mean, there are a few other areas, like Hawthorne where there are many openings. Is that because there is a stronger partnership with the local law enforcement or how is that working exactly because this is very concerning when we look at accidents in some areas?

MR. CONMAY:
I am not going to gloss over anything. We are struggling especially in our rural areas; USA Parkway did have some major concerns a while ago. Those have improved slightly again, not trying to gloss over anything, that has improved slightly. But overall, especially when we are talking in the rural communities, there are occasions when there is no coverage. We are relying on callouts, and we are relying on overtime and other things. I believe the Deputy Director touched on this. We had discussions about possible other alternative means to cover during this crisis time until we can turn these numbers around.

We continue to explore potential opportunities to provide the additional coverage everywhere that we can. I am not going to mislead you. We have a problem, we are fully aware of that problem, and we are working on it pretty much exclusively right now to try and address it.

TAMRAH L. JACKSON (Chief, Parole and Probation Division, Nevada Department of Public Safety):

Our presentation is Nevada DPS—Division of Parole and Probation 2026-2027 Executive Budget Overview B/A 101-3740 (Exhibit F contains copyrighted material. Original is available upon request of the Research Library.).

The Parole and Probation Division fulfills a critical public safety need through investigations and effective supervision of individuals statewide. This is done by conducting presentence pardons, postconviction, preparole, reentry and Interstate Compact investigations. We support supervised individuals on their path of reintegration by providing guidance and connecting them with resources. We monitor and enforce compliance of conditions for supervised individuals. We utilize graduated sanctions and report violations to the courts and Parole Board. We also collect restitution payments and disperse those funds to the victims.

We are pleased to share a comparison of our 2021-2023 biennium caseload and 2023-2025 biennium caseload in relation to staffing. We still have some work to do; we have made significant progress towards reaching our goal of an average caseload of 100 percent. For example, the greatest change was in our Reno office which went from an average caseload of 176 percent to 123 percent. We currently supervise 19,852 individuals statewide; 11,663 of those are on probation; 5,892 are on parole; 2,179 are lifetime supervision sex offenders and 118 are conditional release inmates.

This year, we struggled to identify how to proceed regarding the maintenance decision units due to not having any updated projections nor a contracted vendor. Our Division does not employ economists or statisticians. We took this task very seriously utilizing current data, past data trends, the state demographer's growth rate of 1.4 percent and the knowledge that our data or numbers stay consistent.

We also considered potential legislative changes that may impact the supervised population but did not believe that would be a significant factor. We reviewed the most recent projections provided by the James F. Austin Institute (JFA) from 2023 but were unable to cross reference the data provided in the projections from JFA to our actual data. We compared those projections to the actual data for FY 2023-2024 and FY 2024-2025 and, in some cases, we

found significant disparities. If we utilized this outdated projection, it would have created a cascading effect, leaving P&P with elevated numbers in some instances and inadequate numbers in others, impacting our caseload driven positions. Utilizing all this data and research, we provided our best reasonable estimate of growth or reduction as shown in the maintenance decision units.
There was a clear disparity in the growth rate of the M-201 decision unit [of B/A 101-3740] in relation to those outdated JFA projections and an issue in how the prior M-204 decision unit was calculated. The result of our analysis is M-201 gains one P&P supervisor, three specialist IVs and seven Specialist IIIs.

M-201 Demographics/Caseload Changes — Page PUBLIC SAFETY-87
M-204 Demographics/Caseload Changes — Page PUBLIC SAFETY-88

Decision unit M-202 would lose 12 DPS officers, two DPS lieutenants and gain two DPS sergeants. Decision unit M-204 would gain three specialist IIs. Last session a pardons writer reportedly completed an average of 48 reports per year. That was an oversight as they only completed 24. That is why the additional positions of three specialist IVs would be for the Pardons Writer Unit. At this time, it is our understanding that there may be modifications to these decision units. However, I will leave that explanation to the Governor's Finance Office Deputy Director.

M-202 Demographics/Caseload Changes — Page PUBLIC SAFETY-88

Decision unit E-276 in B/A 101-3740 funds an increase in our drug testing supplies due to continuous rising costs related to these supplies.

E-276 Public Safety & Infrastructure — Page PUBLIC SAFETY-89

Decision unit E-277 in B/A 101-3740 provides increased funding of $199,926 each fiscal year. Over the last biennium, we have worked programmed funds from other categories to continue providing funds for those eligible for parole but are indigent and their initial plan proved to be nonviable. This funding allows us to subsidize the first few weeks of housing for parolees with absent family sponsors or resources to bridge their release into the community.

E-277 Public Safety & Infrastructure — Page PUBLIC SAFETY-90

Decision unit E-278 in B/A 101-3740 increases the funding for psychosexual evaluations. These evaluations are mandatory for certain sexual offenses and ordered by the court, which the Division has no control over. The cost of these evaluations increased a few years ago as did the number of evaluations being ordered. The request would increase the budget amount to match what was expended in FY 2023-2024.

E-278 Public Safety & Infrastructure — Page PUBLIC SAFETY-90

Decision unit E-279 in B/A 101-3740 funds increased costs for our initial equipment and uniform packages for newly hired officers due to inflation and modified equipment requirements.

E-279 Public Safety & Infrastructure — Page PUBLIC SAFETY-91

Decision unit E-280 in B/A 101-3740 funds increased costs related to our ballistic vest replacements. Decision unit E-281 funds our state funded house arrest program. Electronic monitoring may be ordered by a court, and it is also used as an intermediate sanction to avoid reincarceration. The cost of electronic monitoring is far less expensive than jail or prison.

E-280 Public Safety & Infrastructure — Page PUBLIC SAFETY-91
E-281 Public Safety & Infrastructure — Page PUBLIC SAFETY-91

Decision unit E-282 in B/A 101-3740 funds the annual software and maintenance fees for our records management system. Decision unit E-284 funds an increase to our training budget which will allow the Division to send additional staff for training such as the American Probation and Parole Association which provides guidance, best practices and ideas for more effective supervision.

E-282 Public Safety & Infrastructure — Page PUBLIC SAFETY-92
E-284 Public Safety & Infrastructure — Page PUBLIC SAFETY-93

Decision unit E-285 in B/A 101-3740 provides funds for mobile data plans for our officers. Currently, they use a hotspot through their state issued cell phones. However, this creates delays due to connectivity issues when the

phone is moved away from the MDC. They utilize their phones to collect evidence and make phone calls, texts while they are at residences and at places of employment.

E-285 Public Safety & Infrastructure — Page PUBLIC SAFETY-93

Decision unit E-292 in B/A 101-3740 adds a program officer I and associated software to allow our officers to issue citations for a variety of offenses as required by A.B. No. 440 of the 81st Session.

E-292 Public Safety & Infrastructure — Page PUBLIC SAFETY-94

Decision unit E-293 in B/A 101-3740 is a product which has been researched by our Division and provides large amounts of information to assist in locating fugitives for arrest and return. It may also be utilized to locate victims so we can disperse the restitution payments to them.

E-293 Public Safety & Infrastructure — Page PUBLIC SAFETY-95

Decision unit E-294 in B/A 101-3740 downgrades a current DPS sergeant to a P&P supervisor. This position currently supervises civilian positions in our reentry embedded unit. This change would be consistent with other similar positions throughout the division.

E-294 Public Safety & Infrastructure — Page PUBLIC SAFETY-95

Decision unit E-295 in B/A 101-3740 funds high speed broadband for internet service in our Winnemucca office. Currently, they have intermittent service and are not always able to utilize that service properly.

E-295 Public Safety & Infrastructure — Page PUBLIC SAFETY-95

Decision unit E-283 in B/A 101-3740 is comprehensive and covers several different positions. I am going to try and break it down into simple terms. Parole and Probation has been reviewing our current caseload ratios and comparing them to newly created national standards, trying to understand internally what

is reasonable given the number of increased tasks required of each position over the years.

E-283 Public Safety & Infrastructure — Page PUBLIC SAFETY-92

The *McNeil v. Nevada* 2016 decision changed the way we supervise lifetime supervision sex offenders. This removed the search and seizure reporting, drug testing and other conditions from lifetime supervision offenders. Ultimately, the only enforceable condition now is ensuring that they do not reside within a certain number of feet from a park, playground or school. As a result, one of the biggest changes we would be requesting is to move the supervision ratio of this group from 25 to 1 to 200 to 1.

Based upon our review, we found several ratios which should be modified to more closely align with national best practices where research shows that lower caseloads result in lower arrest rates, lower probation violation rates and lower recidivism rates. In most of these adjustments, our request still falls above those outlined in the national standards. This is why we have requested stand-alone positions not related to caseloads to assist with supporting our officers and specialists.

The caseload ratio adjustment will result in a net loss of 18 officers and 3 sergeants. We are requesting to retain one sergeant and add a lieutenant as stand-alone positions to address the administrative needs of our southern office due to the significant amount of work related to those positions. We are requesting to retain seven officer positions and one sergeant as stand-alone, as an extradition unit, as this takes extensive time away for our officers who should be allowed to focus on case management and provide supervised individuals with proactive assistance and guidance. They deserve to complete their term of supervision successfully.

We are requesting a small number of administrative staff to be placed in offices throughout the State to support operations. Much of what we do is modified every session, to increase and sometimes decrease positions according to projections, but our administrative staff has never been included. As P&P grows, the administrative positions do not.

Decision unit E-283 [in B/A 101-3740] would create two new groups, the Administrative Traffic Tracking Unit and a dedicated Interstate Compact Office. The Administrative Tracking Unit would be responsible for handling caseloads that are not currently included in any projections which relate to staffing. This unit would cover caseloads such as deportee caseloads, parole violators who are pending their appearance before the Board and those in custody out of state which are additional duties being added to staff who are supposed to be handling other tasks.

The Interstate Compact Office would be responsible for administrative tasks related to interstate transfers to include review of eligibility requirements, completing transfer documents such as reporting instructions, departure notices, issuance of travel passes, training and other tasks. These tasks are currently completed by officers who also carry a full caseload. Nevada is one of the few states that does not have a dedicated compact office.

Finally, we would be expanding our polygraph positions, adding one additional position each in the southern and northern part of the State. Most of the sex offenders under supervision have statutorily mandated conditions ordered by the court or the Parole Board to submit to polygraph examinations. These are enhancement to supervision. They serve to detect violations and criminal reoffense and expose motivations and thought patterns. Most sex offenders subject to periodic polygraph examinations are not examined due to the lack of resources available which negatively impacted supervision effectiveness. This chart shows our current approved caseload ratios, and our newly proposed ratios as described in decision unit E-283.

I realize we are missing one of our decision units in this presentation, so I wanted to add it. Decision unit E-286 in B/A 101-3740 funds two court services manager positions, one each in the northern and southern part of the State, which would take the place of existing lieutenants. This is supervision over a civilian unit. We would like to provide additional support and options for our civilians to grow.

I want to take a moment to highlight the hardworking professionals in the P&P Division. They work tirelessly to provide support, guidance and access to resources, attend community events and, when necessary, protect our citizens by holding supervised individuals accountable for their actions. A recent example is when our officers made an arrest earlier this month in Reno where the individual being supervised was found to be in possession of 16 firearms, multiple knives, machetes, swords, drug paraphernalia and even a cannon. Our P&P team remains dedicated to building safer and stronger communities.

ASSEMBLYMEMBER ANDERSON:
Can you explain why the Governor's Finance Office entered into a contract with a vendor who would not be able to provide the projected P&P caseload information until after the session is concluded? Is there any sort of discussion about possibly revising that contract with a new vendor or trying to get that so we can look at this a little bit better?

MR. PALMER:
The JFA Institute agreement expired in March 2024. A new solicitation and vendor were supposed to go to the July Board of Examiners. However, there are some contractual procedures that needed to be resolved and that did not finish until November. There was not enough time for the vendor to get us the proper data that we need. I learned about this just recently. I reached out to the president of the JFA Institute and asked if they could step in and help. They have agreed. We are in the process of putting together a short-term contract to facilitate those numbers to come back. Parole and Probation has put together quickly the numbers that they need to provide the report. Pending the contract, if there are no more problems with that, we should have JFA numbers to complete this fiscal cycle within two to three weeks.

ASSEMBLYMEMBER ANDERSON:
The next question has to do with the overall recommendation to eliminate those 12 positions in decision unit M-202. That has to do with the Agency caseload projection.

MS. JACKSON:
One of the big things that happened is related to the change for lifetime supervision of sex offenders. When you look at changing from a 25 to 1 ratio to

a 200 to 1 ratio, it ends up potentially losing a lot more officers than that and that is partly why we did this overall real review of everything we are doing. This probably should have been looked at prior because it changed what we can and cannot do regarding that population, so having a 25 to 1 ratio is not necessary to fulfill what we are allowed statutorily to do with that population group.

ASSEMBLYMEMBER BROWN-MAY:
I am confused between two decision units. It looks like there is a conflict between two different decision units relative to what your ratios are. Can you talk about the standard caseload to adjusted caseload ratios for low risk, prerelease and pardon investigations from the previously approved legislative ratios. It looks like one decision unit has 1 to 150 ratio for low risk, and it is 1 to 175 ratio in the other decision unit.

MS. JACKSON:
Normally low risk supervision has been a 1 to 150 ratio. However, we developed the supervision pods which work with our specialists, our civilian series as well, and so it kind of changed how we look at it. If we are outside of the Reno or Las Vegas offices, we do not have those specialist pods, so we cannot utilize them in that fashion. The 150 to 1 ratio is related to anything outside of our Reno or Las Vegas offices or someone who may not fit into those supervision pods.

The second question was on the pardon writers. I am not sure what happened last session but somehow, it got reported that one person could do 48 reports per year, and that is not accurate. It is 24 per year per person, so they do 2 per month. It is a very extensive investigation. We did not want to reduce the number of pardons we are providing to the Board because that would just continue to increase the number of people waiting on pardons. We already have an extensive 100 plus waiting list, and we really wanted to try and start reducing that waiting list. The two additional would just put us back to what we believe we should have been. The one additional on top of that is going to be able to add a few more pardon reports to each Pardons Board, so we can again try to cut through the backlog.

ASSEMBLYMEMBER BROWN-MAY:
Can you talk about what the ratio is for prerelease?

AARON EVANS (Deputy Chief, Northern Command, Parole and Probation Division, Nevada Department of Public Safety):
Our prerelease is getting people out of prison. They have been granted parole, and our process is getting them back into the community. We do the investigations and make sure they are going to a good place. The current methodology is using a caseload ratio of 250 to 1, but it is not a caseload process. A parole grant comes in and then the inmate gets out. The 250 to 1 ratio fluctuates because it is based on the number of parole grants that come in. We want to change it based on the number of grants that come in and it takes X number of people to do a certain number of grants, and that should drive the number of prerelease specialists to do that work. It is like a widget. If you have 30 parole grants, one person can do those 30 but if you have 35 come in, you need more people because it is over that ratio. We do not feel that a caseload in that realm is the best because it is short term—something comes in and a result is produced. We wanted to change the methodology of how those positions are accounted and potentially funded.

ASSEMBLYMEMBER MOSCA:
If you could, discuss the proposed elimination of the DPS officer positions and the addition of P&P specialist positions to support the caseload driven changes.

MS. JACKSON:
If I understand the question correctly, we would be lowering the ratio for our low-risk pod specialists. They are at a 250 to 1 ratio which is extreme. We found that was our best guess in prior sessions of what would be appropriate, but it is not being effectively managed. We wanted to lower that to 175 to 1 ratio, which would give them more opportunity to provide proactive resources and things of that nature for that population. That is why that would increase the number. Which officer positions were you asking about?

ASSEMBLYMEMBER MOSCA:
It was just the DPS officer positions, but that makes sense. You are not changing the supervision ratios until you get the contractor. If so, why?

MS. JACKSON:
My understanding is our ratios are legislatively approved. Whatever was legislatively approved is what the contractor will have to utilize. If we maintain our old, approved ratios, that would be the numbers that the new contractor would utilize. That is why we are here seeking an adjustment in that to focus on best practices as identified nationwide.

ASSEMBLYMEMBER NGUYEN:
I was looking at the Interstate Compact Office. There are six DPS officer positions that complete administrative interstate compact tasks that could be completed by a civilian staff. Are there any potential issues when you have civilian staff rather than sworn personnel performing those administrative functions related to the Interstate Compact for adult offender supervision?

JAMES SHUBERT (Deputy Chief, Southern Command, Parole and Probation Division, Nevada Department of Public Safety):
No, it is best practice to have a separation of that. The best way I could describe it is probably a judge setting someone to probation and then that judge going out and enforcing the conditions. You would not want that. You would want that separation of duties.

The Interstate Compact Unit would be handing all those functions to include the request that came in and out from the State. They would review it; they would do the processing. There are two different systems they must use so they would be the experts in that. Once it is approved, they push it to an officer to do the actual supervision. The Interstate Compact Office would also do other administrative tasks such as file set-up assignments. You have duty specialists to see people that come in and out right after sentencing, they do annual training with the federal system, the Interstate Compact Offender Tracking System. They also train local judges, public defenders, district attorneys and such like that. Now, that is managed by a sergeant, lieutenant and the six officers, as you mentioned, who have a caseload. They are doing double duty, and it is very difficult for them to keep up.

SENATOR NGUYEN:
The people doing that, the civilian staff, is mostly processing the paperwork and ultimately the people who are overseeing the offenders, probationers and the officers.

Can you discuss the need to maintain the three existing DPS lieutenant positions in the recommended administrative services officer positions if the recommended administrative officer positions are approved to oversee the court services unit in decision unit E-286 [of B/A 101-3740]?

MS. JACKSON:
Our lieutenant positions are calculated based upon our sworn ratios and our civilian positions are not necessarily included in a lot of those. We are already utilizing those positions in a fashion that they should not have been because they are being pulled out of operations. The goal is to get those lieutenants back into the operational capacity they should be in and put civilian managers in those positions to handle those issues.

SENATOR NGUYEN:
The Governor's recommended budget includes two administrative services positions. If those were approved, the Agency plans to reclassify positions to the P&P manager positions, grade 39 positions, which is not currently an approved class specification. If the Agency's request to create the P&P manager class specification series is not approved by the Division of Human Resources Management, can you please discuss whether the administrative services officer positions would be the appropriate specification class to manage the Court Services Unit?

MS. JACKSON:
We believe that would be the approximate equivalent. The Division has prepared the documents to go to Department of Human Resource Management to have those class specifications reviewed and, hopefully, ultimately approved for the court service manager position, but it goes back to the class and compensation study that is being conducted. We were asked to put the court service manager position on hold. We do have it prepared and ready to go as soon as we are open to provide that to the public.

SENATOR NGUYEN:
I am going to switch to the Citation Program. I am talking about A.B. No. 440 of the 81st Session. Can you discuss why associated resources needed to support the Citation Program were not requested during the 2023 Legislative Session because they are added in it this time?

MS. JACKSON:
That was an oversight when building the budget for FY 2022-2023. Unfortunately, we did miss that. When we realized that, we made sure this was a priority to be added to this. In the interim, we have maintained that our officers know that if they believe a citation is warranted, obviously this would be for people who are not on parole or probation, they will have to contact an allied agency to assist in providing that service.

SENATOR NGUYEN:
Why can you not continue doing it that way? What will this bring?

MS. JACKSON:
We could continue doing it. We wanted to make sure that we were compliant with the statute as written which required that everyone should have the ability to write citations, so we did not want to be in violation of that statute.

SENATOR NGUYEN:
Can you discuss how misdemeanor citations have been impacted since NRS 171.1771 was amended to require these misdemeanor citations in lieu of arrest for certain violators.

MR. EVANS:
There has been no impact. The criteria to issue a citation in these situations is a very rare occurrence for a P&P officer.

As Chief Jackson mentioned, it would be for somebody who is not on supervision and has committed a misdemeanor crime in our presence, does not have any prior failures to appear or citations for this offense. Our focus is primarily on our supervised individuals, and very rarely do we get involved with a nonsupervised individual and a misdemeanor crime. If that does occur, it is

very easy for us to contact NHP to issue a citation. I can confidently say it has not impacted us at all.

AMY DAVEY (Administrator, Office of Traffic Safety, Nevada Department of Public Safety):
I am here to answer questions related to B/A 101-4687. The Office of Traffic Safety is a federal grant pass-through agency. We have three budget accounts in my Agency, B/A 101-4687 is one of the three. This is the budget account that has historically been used to bring in federal funds. From this account, we transfer the funds into our operating account B/A 101-4688. Two biennia ago, we began the process of working with the Governor's Finance Office to collapse down to one budget account where we take in the revenue and the expenditures from one account. We anticipate this is going to create a lot of efficiency for our Agency. Right now, we must do duplicative work programs. We do constant voucher transfers between those two budget accounts.

DPS - Traffic Safety — Budget Page PUBLIC SAFETY-186 (Volume III)
Budget Account 101-4687

DPS - Highway Safety Plan & Admin — Budget Page PUBLIC SAFETY-176 (Volume III)
Budget Account 101-4688

I think E-900 is our only decision unit in B/A 101-4687. It is a cost neutral decision unit, and it is intended to just increase efficiency by eliminating this budget account, consolidating everything into our operating account, which is B/A 101-4688. I may have jumped the gun on your questions.

E-900 Trans Form Safety Plan & Admin To Traffic Safety — Page PUBLIC SAFETY-187

ASSEMBLYMEMBER BROWN-MAY:
Can you talk about the federal requirements mandate that the budget accounts be separate and why federal funding has traditionally been received in the Traffic Safety budget account prior to being transferred to the Highway Safety budget?

MS. DAVEY:
I am not aware that there are federal requirements that require separate accounts. We went back and looked at the history of these two budget accounts, and it appears that they were set up this way from the beginning. We can see back to FY 2000-2001 when we were transferred out of the Department of Motor Vehicles (DMV). Nobody here was probably around back in those days, but DPS and DMV used to be one agency. My Division was under DMV, and we can see that we had those two budget accounts. We do not have any federal requirements. We are aware of several other state agencies who receive their federal funds, Department of Education, [Department of Employment] Training and Rehabilitation and Department of Health and Human Services and disperse those funds out of the same account. We are not sure why accounts were set up that way.

ASSEMBLYMEMBER BROWN-MAY:
Do you believe or, to what extent do you think, that the elimination of the Traffic Safety budget account would result in a loss of transparency or accountability associated with the federal funds or expenditures?

MS. DAVEY:
We do not see any impact on accountability or transparency. We have built those two budget accounts to be identical. They have the same categories. We specifically built those accounts to be the same. They mirror one another. It is going to create accountability, and I will tell you why. When you have authority in two accounts, it gives us the ability to borrow authority, which I do not think you want us to do. Sometimes we will have authority in B/A 101-4687 and not in B/A 101-4688. What you want us to do is to come back and ask for that authority, not borrow it between accounts. I think this creates more transparency and accountability.

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CHAIR TAYLOR:
Hearing no public comment, this meeting is adjourned at 12:47 p.m.

RESPECTFULLY SUBMITTED:

_____
Bepsy Strasburg,
Committee Secretary

APPROVED BY:

_____
Senator Angela D. Taylor, Chair

DATE:_____

_____
Assemblymember Tracy Brown-May, Vice Chair

DATE:_____

EXHIBIT SUMMARY				
Bill	**Exhibit Letter**	**Introduced on Minute Report Page No.**	**Witness / Entity**	**Description**
	A	1		Agenda
	B	1		Attendance Roster
	C	3	Kristi Defer, Nevada Department of Public Safety	Budget presentation overview of the Director's Office
	D	23	James T. Simpson, Training Division, Nevada Department of Public Safety	Budget presentation overview of the Training Division
	E	34	Martin A. Mleczko Jr., Nevada Highway Patrol Division, Nevada Department of Public Safety	Budget presentation overview of Nevada Highway Patrol Division
	F	50	Tamrah L. Jackson, Parole and Probation Division, Nevada Department of Public Safety	Budget presentation overview of Division of Parole and Probation Division