



11

ANNUAL REPORT



STATE OF NEVADA
DEPARTMENT OF
MOTOR VEHICLES AND PUBLIC SAFETY

NEVADA HIGHWAY PATROL

555 Wright Way

Carson City, Nevada 89711

(702) 885-5300

RICHARD H. BRYAN
Governor

WAYNE R. TEGLIA
Director

Mr. Wayne R. Teglia, Director
Department of Motor Vehicles & Public Safety
555 Wright Way
Carson City, Nevada 89711-0525

Dear Mr. Teglia:

I submit with satisfaction the Nevada Highway Patrol's Annual Report for fiscal year 1985/1986 to you, to Governor Richard Bryan, and to the people of the State of Nevada. I say "satisfaction" because large-scale increases in the responsibilities of the Division occurred and significant progress toward meeting them was made during the fiscal year.

"Growth necessitates change" is a maxim which applied to the Division this past year. The 1985 Legislature mandated the integration of the enforcement operations of the Motor Carrier Division with our own and assigned responsibility for establishing the Criminal History Repository to us as well. These requirements, as well as evolutionary changes experienced in the years since 1979, created a need for a complete structural reorganization of the Nevada Highway Patrol.

Accordingly, a reorganization plan was developed and implemented. The Division now consists of four major command units, each with a different but equally important role to fulfill in reaching Division goals. The pages that follow summarize the strides taken toward realization of those ends.

Approximately two hundred applicants were screened for possible employment with the Division, with ten candidates eventually selected for training. This group became Academy XXI, the first to graduate from the new Division training facility in Carson City. Shortly after the graduation, Academy staff began conducting in-service training for commissioned members of the Division. The facility itself was expanded, adding three classrooms to enable P.O.S.T. to conduct training simultaneously with our own.

The Commercial Enforcement Section was created by combining our existing personnel with those from the Motor Carrier Division's enforcement detail. With the experience and resources gained the Division expects to reduce the frequency of accidents and other incidents involving motor carriers

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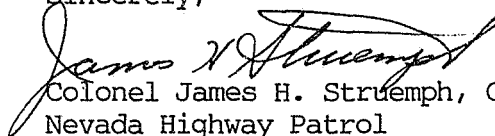
COVER: NEVADA HIGHWAY PATROL FLAG, DONATED TO THE DIVISION BY THE MEMBERS OF THE NEVADA HIGHWAY PATROL ASSOCIATION.

operating in the State and to better monitor the shipment of hazardous materials over our highways.

Work began on the physical plant required to house the Nevada Criminal History Repository computers. When completed, the system will enable law enforcement statewide to track a particular criminal or identify trends in criminal activity.

The Nevada Highway Patrol has always responded with dedication to increased demand for its services and the past year has been no exception. With continued support from you, the Governor and the citizens of Nevada, we look forward to accepting the challenges in 1986/1987 and beyond.

Sincerely,

A handwritten signature in cursive script, appearing to read "James H. Struempf".

Colonel James H. Struempf, Chief
Nevada Highway Patrol

JHS:PS:pd

Servitium Integritas Fortitudo



Recognizing that safe and efficient highway transportation is a matter of important interest to all the people of the state, and that an adequate highway system with efficient management and control is essential to the general welfare of the state it is our purpose:

To serve the highway users of the state; to insure safe economical and enjoyable use of the highways by alleviating human suffering and loss from motor vehicle accidents thru education and enforcement and assistance to engineering; to protect the peaceful against violence or disorder; to assist those who are in distress and to respect the constitutional rights of all to liberty equality and justice.

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NEVADA HIGHWAY PATROL

OFFICE OF THE CHIEF

- DIRECTOR OF PUBLIC SAFETY
 - CHIEF OF POLICE
 - CHIEF OF FIRE
 - CHIEF OF TRAFFIC SAFETY
 - CHIEF OF MARINE SAFETY
 - CHIEF OF AIR SAFETY
 - CHIEF OF RAILROAD SAFETY
 - CHIEF OF BOAT SAFETY
 - CHIEF OF EMBASSY SAFETY
 - CHIEF OF CONSUL SAFETY
 - CHIEF OF VISA SAFETY
 - CHIEF OF IMMIGRATION SAFETY
 - CHIEF OF CUSTOMS SAFETY
 - CHIEF OF BORDER SAFETY
 - CHIEF OF PORT SAFETY
 - CHIEF OF AIRPORT SAFETY
 - CHIEF OF SEAPORT SAFETY
 - CHIEF OF RAILROAD SAFETY
 - CHIEF OF BOAT SAFETY
 - CHIEF OF EMBASSY SAFETY
 - CHIEF OF CONSUL SAFETY
 - CHIEF OF VISA SAFETY
 - CHIEF OF IMMIGRATION SAFETY
 - CHIEF OF CUSTOMS SAFETY
 - CHIEF OF BORDER SAFETY
 - CHIEF OF PORT SAFETY
 - CHIEF OF AIRPORT SAFETY
 - CHIEF OF SEAPORT SAFETY
- ADMINISTRATIVE ASSISTANT
- EXECUTIVE SECRETARY
- ADMINISTRATIVE AID II

GENERAL SERVICES BUREAU

- MANAGEMENT ASSISTANT
- COMPUTER PROGRAMER II
- COMPUTER OPERATOR
- COMPUTER OPERATOR II
- COMPUTER OPERATOR III
- COMPUTER OPERATOR IV
- COMPUTER OPERATOR V
- COMPUTER OPERATOR VI
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- COMPUTER OPERATOR XXVI
- COMPUTER OPERATOR XXVII
- COMPUTER OPERATOR XXVIII
- COMPUTER OPERATOR XXIX
- COMPUTER OPERATOR XXX

COMMUNICATIONS BUREAU

- MANAGEMENT ASSISTANT
- COMPUTER PROGRAMER II
- COMPUTER OPERATOR
- COMPUTER OPERATOR II
- COMPUTER OPERATOR III
- COMPUTER OPERATOR IV
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FIELD OPERATIONS BUREAU

- MANAGEMENT ASSISTANT
- COMPUTER PROGRAMER II
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REGION I LAS VEGAS

- REGIONAL COMMANDER
- ADMINISTRATIVE ASSISTANT
- EXECUTIVE SECRETARY
- ADMINISTRATIVE AID II

REGION II RENO

- REGIONAL COMMANDER
- ADMINISTRATIVE ASSISTANT
- EXECUTIVE SECRETARY
- ADMINISTRATIVE AID II

REGION III ELKO

- REGIONAL COMMANDER
- ADMINISTRATIVE ASSISTANT
- EXECUTIVE SECRETARY
- ADMINISTRATIVE AID II

COMMERCIAL SECTION

- MANAGEMENT ASSISTANT
- COMPUTER PROGRAMER II
- COMPUTER OPERATOR
- COMPUTER OPERATOR II
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OFFICE OF THE CHIEF

The Office of the Chief is responsible for the coordination of personnel administration activities within the Division. These duties include developing Division Rules and Regulations, policies and procedures regarding personnel administration, providing Division dignitary services and Division public affairs coordination in accordance with state laws, rules, and guidelines, and receiving and reviewing complaints against the Division for internal-affairs investigations.

The section is also responsible for recruitment, examination and background investigation of applicants for employment with the Division.

During fiscal year 1985/1986 the Office of the Chief worked on numerous projects. With the merger of the Motor Carrier Division's Commercial Enforcement Section into the Highway Patrol Division it was necessary to realign all identification numbers for sworn

personnel and issue new identification cards to each sworn member. Also during the fiscal year the section began working on a reclassification to bring the ranks of the Commercial Enforcement Section in alignment with that of the Traffic Section.

Recruitment during fiscal year 1985/1986 consisted of one testing period in which approximately two hundred applicants were tested, resulting in approximately 75 background investigations being conducted and the eventual employment of 10 law enforcement cadets to attend the training academy in January, 1986.



COL. James Struempf, Chief

Nevada Highway Patrol

GENERAL SERVICES BUREAU

Personnel of the General Services Bureau (GSB) are responsible for a variety of programs, functions, and operations within the Division. Maintenance of the Criminal History Repository, Management Information System, and other Division computer operations occupy some GSB personnel.

Others are concerned with the purchasing of necessary supplies, vehicle fleet management, maintenance of Division records and the State communications network, and training of Division personnel.

Federally-funded projects increasingly contribute to Division efforts. The importance of properly developing and reporting these grants is evident and these functions are carried out by GSB.

In general, GSB provides Field Operations with the resources necessary to attain Division goals.



Major William Yukish
Commander

AUTOMATED SERVICES SECTION

This section is responsible for all computerized functions and data processing activities within the Division. The section includes Headquarters computer operations, data entry, Control Point Officer, analysis/programming and, new for this fiscal year, Criminal History Records.

The section is responsible for two major computerized systems: The Nevada Highway Patrol Management Information System (NHPMIS) and the Nevada Criminal Justice Information System (NCJIS).

NCJIS has undergone considerable change during the year. The Criminal History Records Section, within Automated Services, was established. The Section Supervisor was hired as was the Management Assistant. The recruiting process for Lead Fingerprint Technicians was completed, with selection currently progressing.

Under NCJIS, a contract was granted for new computer hardware and software to both replace the existing state law enforcement message-switching system and to contain the computerized records of the new Criminal History Records Section (Nevada History Records Repository).

As a result of the enhanced capabilities of the new state message switching system more information will reach officers in the field more quickly, greatly improving officer safety. System reliability will also improve.

A contract was granted for modification of the existing NHP building facility to contain the new computer equipment, provide space for the new Nevada Criminal History Records Repository, and upgrade the power supply to the facility. Work under both of these contracts is currently progressing.

NHPMIS has remained an effective producer of data for the management of the Highway Patrol. Additionally, through participation in MCSAP, the Motor Carrier Safety Assistance program, Commercial Enforcement (Truck/Bus) capabilities have been improved. The Commercial Enforcement Mobile Command Center is now fully operational, providing immediate access to each state's driver license data and to data of a criminal nature provided by the FBI through the National Crime Information Center (NCIC). Multiple sites for use of this vehicle have been prepared or are in preparation statewide. The computerized multiple-state record check function developed for this Mobile Command Center has proven to be quite effective in detecting illegal commercial vehicle operators and expanded use of this function is planned.

SUPPORT SERVICES

COMMUNICATIONS CENTER:

Located at Division Headquarters in Carson City, the Communications Center provides a variety of services essential to Division efforts. The eight Communications/Computer Technicians and their supervisors handle radio traffic not only for Highway Patrol Personnel but for 16 other elements of state government and local F.B.I. agents. The center is equipped to assume the functions of the Region Dispatch Centers in Reno, Las Vegas and Elko should circumstances dictate. Communications Center personnel provide telephone coverage after normal business hours for Headquarters staff, the State Gaming Control Board, Investigations Division, the Nevada National Guard, and the Governor's Mansion.

As the Control Terminal Agency for law-enforcement users of the telecommunications system the Center

provides quality-control for information entered into the NCIC AND NLETS Systems, ensuring the material is complete and timely. Center Personnel assist other Nevada users of the system with teletype and terminal problems and monitor the Nevada Switcher to ensure it functions at all times.

The Center is also the Nevada State Warning Point for civil-defense, issuing warnings of natural disasters, National Civil-Defense events, and fire advisories from NORAD.

* * * * *

CLERICAL:

The Clerical Section of Support Services of Headquarters performs various functions. Payroll and timekeeping, purchasing and inventory, statistics, amber lights, accident and arrest reports are all handled here for the statewide operation.

This section processes all billings, travel advances, travel claims and budget reports for statewide Division operation and acts as the central repository for all original documents, photos, and forms. Section Personnel

are responsible for microfilming all accident and arrest documents for the statewide operation on a yearly basis.

As expected, the section's workload increased with the merger of the Motor Carrier Commercial Enforcement Section as of July 1, 1985. Support Services now handles the payroll and other paperwork for the people gained as a result of the consolidation.

TRAINING SECTION

The Nevada Highway Patrol Training Section completed a move on August 5, 1985, into the newly constructed Claude I. Howard Training Center located in Carson City, Nevada.

Academy Cadet Class XXI was the first group of Nevada Highway Patrol Cadets to take their training at the new Training Center which commenced September 16, 1985, and ended January 21, 1986, with a graduating class of nineteen; twelve Troopers and seven Commercial Enforcement Officers.

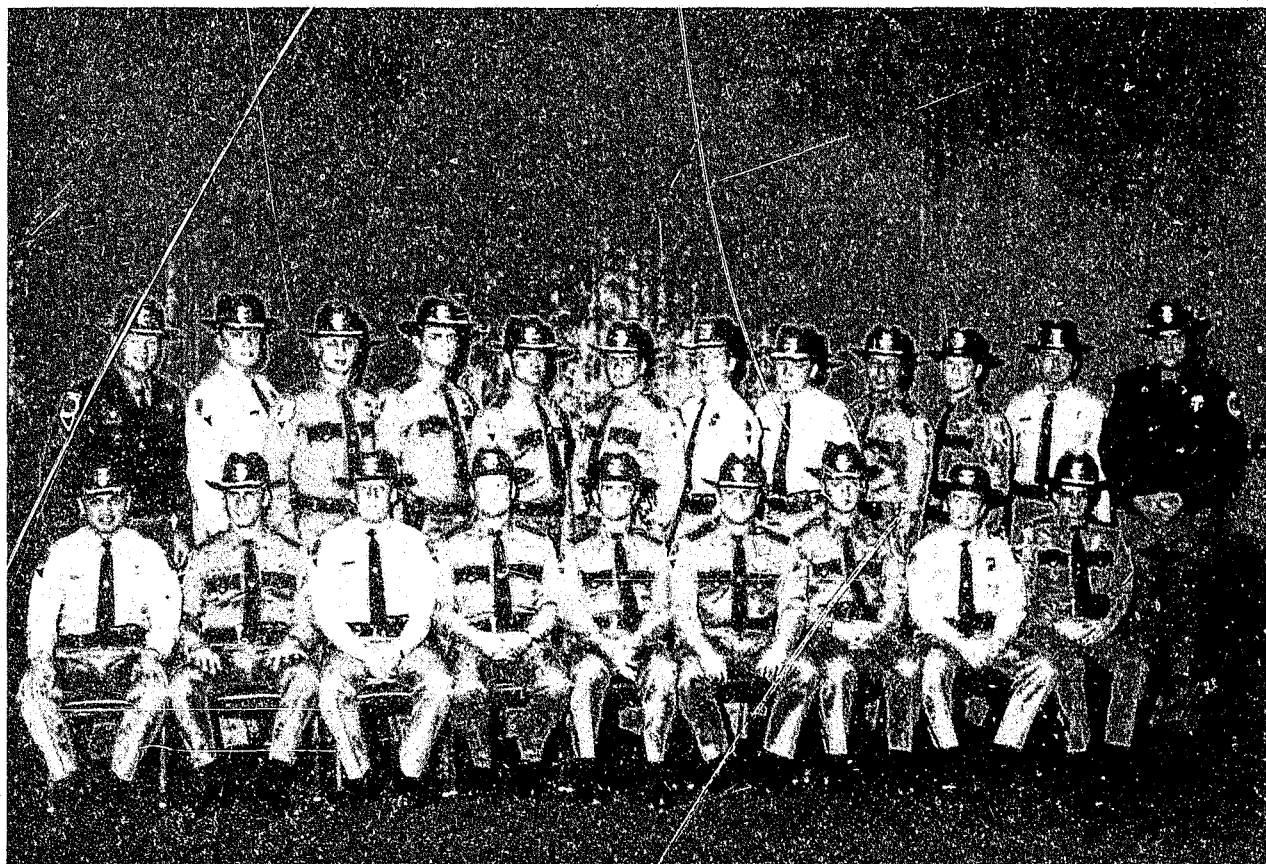
The Training Section made arrangements for twelve Nevada Highway Patrol Officers from various duty stations statewide to attend a 40 hour Side-Handle Baton Instructor Course at the California Highway Patrol Academy in Bryte, California, February 4-8, 1986. The twelve officers

subsequently have been conducting side-handle baton classes statewide for officers from other Nevada law enforcement agencies.

The Training Section conducted seven In-Service Development Seminars from March 24, 1986, through May 8, 1986, at the Training Center for Nevada Highway Patrol managers and supervisors. The 73 individuals who attended the seminars included Captains, Lieutenants, Sergeants, Corporals, clerical supervisors and communications.

* * * * *

The Training Section maintains Division training records and makes notifications and arrangements when personnel are due for recertification in various areas.



FEDERAL PROJECTS

OPERATION C.A.R.E.:

The Division continued to support the Operation C.A.R.E (Combined Accident Reduction Effort) concept in FY 85/86 by coordinating with neighboring states an increased patrol effort on commonly-shared highways. On the major holiday weekends sobriety checkpoints, aircraft surveillance, increased patrol of high accident-rate locations, and public-education messages were used to keep accidents to a minimum.

The Fourth of July weekend for 1985 was a long one, 102 hours versus the 30 hour period monitored in 1984. However, a 100% reduction in deaths on C.A.R.E. highway was achieved as no fatalities occurred and one person was killed in the previous year. Non-C.A.R.E. highways compared poorly as four persons died in two accidents in the State.

Also in July, Division representatives of C.A.R.E. gave a presentation at the Eleventh Annual Traffic Records Forum held in Reno. The C.A.R.E. concept and Nevada's commitment to it were

illustrated by videotapes of C.A.R.E. promotions and sobriety checkpoints.

C.A.R.E. representatives met in late August to promote the concept in preparation for the 78-hour Labor Day holiday period. The promotion was again successful as no fatalities were reported on C.A.R.E highways in Nevada. Additionally, a 25% reduction in fatalities was recorded on other highways under the Division's jurisdiction.

Friday, the 13th of December, kicked off Drunk and Drugged Driver Awareness Week. "D-Day on Trafficways" was billed as "An unlucky day for Drunk Drivers" as police and sheriffs' agencies joined the Nevada Highway Patrol's effort to keep impaired drivers off the road.

Increased patrol, sobriety checkpoints, and joint-state border patrols were part of the endeavor.

FEDERAL PROJECTS

55 National Maximum Speed Limit (NMSL) :

\$24,822 of Federal money was received to aid in enforcement of the 55 mph NMSL. \$21,979 of this provided 130 overtime shifts during which the assigned officers concentrated their efforts on violations of the 55 mph NMSL during January through March, 1986.

Under a separate-but-related

grant the Division received \$8,505 to continue operation of the Special Pursuit Vehicles (Mustangs) used in 55 NMSL enforcement. Effective January 1, 1986, the three vehicles were turned over to the State. A third grant enabled the Division to purchase 25 "Hawk" Full-Directional Radar units.

*****CITATIONS-55NMSL ENFORCMENT PROGRAM*****

<u>Speed Range</u>	<u>Number of Citations</u>	<u>% of Total</u>
56-70	1,349	64
71-80	631	31
80+	113	5
SPEED CITATIONS	2093	
OTHER CITATIONS	270	
TOTAL CITATIONS	2363	



FEDERAL PROJECTS

AIRCRAFT:

A single-engined, fixed wing aircraft has been utilized by the Division for enforcement of the Federally-mandated 55 mph National Maximum Speed Limit since February, 1984.

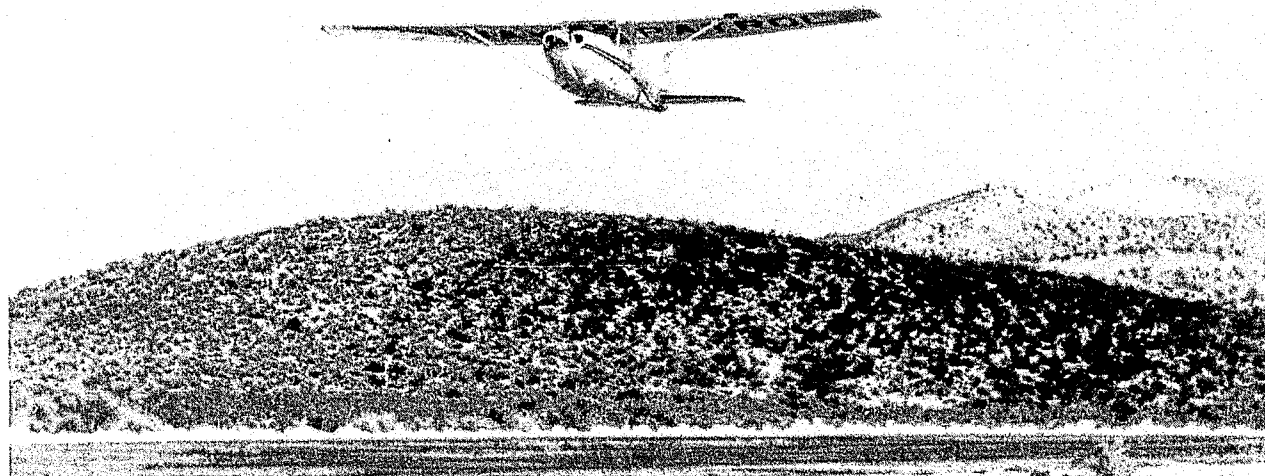
During the period of July, 1985, to June, 1986, the aircraft logged a total of 561.6 flying hours, a 26% increase over the previous year.

Total time over enforcement sites increased 46% to 306.6 hours.

Citations per flight-hour increased 26% to 13.1 citations issued per flight-hour.

The aircraft also assisted in the apprehension of 7 D.U.I's, 27 other arrests and located and arranged assistance for 34 stranded motorists.

The aircraft participated in the traffic control coordination for the Coor's International Bicycle Race and reported 3 brush fires to Nevada Division of Forestry.



Air-One lifts off for another mission

FEDERAL PROJECTS

ALCOHOL GRANT

A total of \$43,764 in Federal Funds was used to enhance Division efforts to remove DUI drivers from Nevada highways through the "E.T.E." approach. This identifies the three elements of a successful DUI reduction program as Education of the public, Training of officers and Enforcement of Nevada's stringent drunk-driving laws.

Two Traffic Safety Education Officers attended a DUI Seminar in San Francisco to gain and share knowledge and experience in DUI recognition and enforcement. As part of the educational aspect of E.T.E. training films, a 16mm slide projector and two additional 35mm slide projectors were purchased. Field personnel received DUI recognition training, including the use of the Horizontal Gaze Nystagmus eye check which is now part of the Standardized Field Sobriety Test. Members of the Division then multiplied the benefits of training received by sharing this expertise with allied agencies.

Enforcement efforts by the Division were aided by the expenditure of \$30,000 for overtime to conduct a special-enforcement program. The project began in July and concluded at the end of September. 97 DUI drivers were apprehended.

MCSAP

The Mobile Communication Center was equipped with a computer terminal to provide multiple-state driver's license checks while a vehicle is being inspected at one of the four fixed inspection sites.

Expansion of the Division Management Information System was accomplished to store truck inspection and other commercial enforcement data. A fulltime programmer was hired to enter and coordinate the data provided.

COMMUNICATIONS BOARD

The Board is comprised of five members who are Governor-appointed from among those using the state's communication system. The staff consists of a Coordinator of Communications, appointed by the Director of Motor Vehicles, a Communications Supervisor, four microwave technicians and one full time management assistant. The board approves changes to the microwave system and gives direction to the staff. The staff is responsible for maintaining and managing the microwave system for the state and carrying out orders of the Board. The Coordinator has authority to enter into agreements on behalf of all state agencies, monitors the procurement of radio equipment for all state agencies, assists agencies with communications planning, engineering and radio licensing, prepares communications equipment bids for purchasing, prepares studies, guides, etc., and manages all the state-owned mountain-top communication facilities.

Goals: Administer the state communication system efficiently and economically. Ensure ready communication in every day and emergency situations. Ensure that all state equipment is maintained. Implement an orderly upgrade of equipment to constantly improve the system. The Board also ensures operation of the state's Emergency Medical Services ambulance to the hospital communications network.

Highlights of FY1986: Prefabricated building was located on Beaver Dam Mountain site to house the state's microwave and radio equipment. Two microwave repeater stations were purchased for Mary's Mountain and Beaver Dam Mountain. By replacing two repeaters a year by 1996 the oldest radio will be 21 years old.

Dehydrators were purchased for nine of the sites; they pressurize the antenna leads with dry air to prevent moisture condensation and the resultant degradation in electrical performance.

Gasoline to Propane Conversion Project: Austin Mountain and Sober Peak received 500 gallon propane tanks to replace the gas tanks that our emergency generators ran on. This will increase the life of the generators and we will not have to pump out the old gas tanks every three years.

Vehicles: One new pickup truck was purchased by the Board for the Carson City communications supervisor.

Training: The Board sent one technician to Rockwell-Collins MIR-6 Microwave training school for one week.

The Board held two classes in Carson City presented by Thrower and Associates and Manmac. The classes dealt with microwave path propagation and battery care.

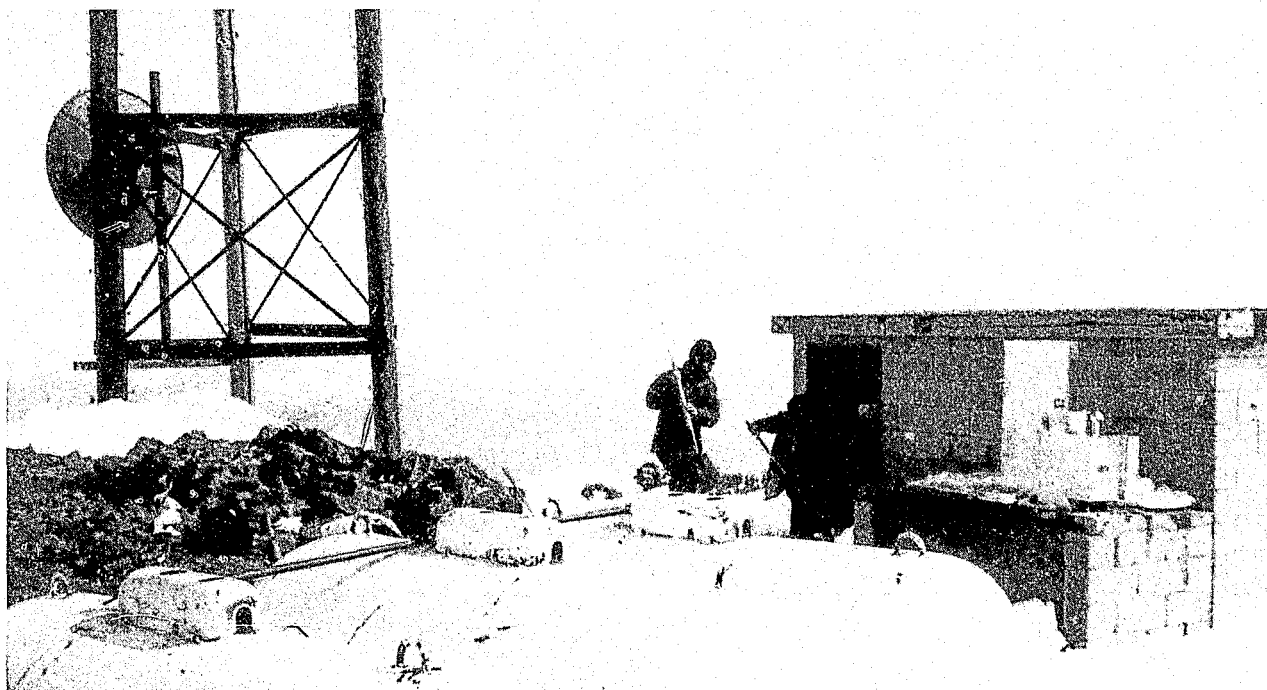
Lock Project: New padlocks and deadbolts were purchased for all the communications sites for security.

Winter Storm Disaster: February's winter rainstorm caused havoc on Pinenut and Virginia Peak communications sites. The storm cost this agency \$5,941 to effect repairs to roads and lines. Two 425 gallon tanks were delivered to Pinenut and Virginia Peak to provide emergency fuel to the generators. The Army National Guard's sky crane delivered the tanks under emergency/disaster conditions to the sites without charge to this agency.

COMMUNICATIONS BUREAU

For FY1986, the activities of the Communications Sub-Division were almost normal. During the winter storm period we had some north-western mountain top sites develop problems. Heavy snow, high winds and then rapid melting caused power line failures, road washouts and backup power source failures. With the Governor's declaration of a disaster, we were qualified for help from the Nevada Military Department. Army National Guard sky cranes delivered emergency fuel supplies via 500 gallon propane tanks to three mountain top sites. Using UH-1 Hueys and Guard delivery personnel to effect repairs, all was done at no cost to the Sub-Division. Without the Guard's help, we would have faced days, if not weeks, delay in making repairs to the heart of the Reno area's communications system.

Another major project of FY 1986 was the Governor's Conference at Lake Tahoe. Command post communications were established at "Ridge Tahoe" located at Caesar's Tahoe. Hand held radio units supplied the bulk of communications used with three separate nets available and a "mutual aid" channel to Douglas County. The main command post operated smoothly. One special addition was a temporary mutual aid base station installed on McClellan Peak. This allowed communications with the Reno area dispatch center. Low-band (car radio) units were also installed, allowing direct communications with cars, Reno and Carson dispatch centers.



Feb 26, 1986-Snow Valley Peak. NHP Telecommunications Technician II Cliff Conradt (L) and Carson City Communications Technician Dennis Hicks have to dig their way in.

F I E L D O P E R A T I O N S

FIELD OPERATIONS

Officers in the field continue to be the most critical element of the Division's effort to increase the level of safety on Nevada highways. The usual duties of traffic enforcement and control, accident investigation and reconstruction, assistance to the public, and traffic-safety education are augmented by selective-enforcement programs. Working as ground units for the aircraft, manning roadblocks designed to reduce the number of DUI drivers, or working speed enforcement on a particularly hazardous stretch of roadway Troopers continually strive to ensure motorists reach their destinations in a safe and timely manner.

With the added manpower provided by the assumption of Motor Carrier Division's enforcement section came increased attention to commercial vehicle safety and monitoring of hazardous-materials shipments throughout the State.

Increases in the number of DUI arrests and citations for other violations resulted in reduction in the number of fatal and injury accidents for fiscal year 85/86, indicating positive results from the dedication of Field Operations personnel.



Major Paul McGowan
Commander
Field Operations

AUTHORIZED
SWORN
PERSONNEL

77



Captain Dennis Green
Commander

DUTY STATIONS

Las Vegas (Urban)

Henderson District
Searchlight
Jean

Tonopah District
Beatty
Pahrump
Indian Springs

Glendale District
Mesquite
Alamo
Pioche

POPULATION (1985)

Clark	-	572,140
Lincoln	-	4,200
Nye	-	14,850
Esmeralda	-	1,380
		<u>592,570</u>

REGION

ONE

COMPRISED OF:

Clark, Lincoln,
Nye and Esmeralda
counties

COMPRISED OF:

Churchill, Douglas, Lyon,
Mineral, Pershing, Storey,
and Washoe counties and
the city/county of Carson.

POPULATION: (1985)

Churchill	-	15,450
Douglas	-	23,200
Lyon	-	17,050
Mineral	-	6,030
Pershing	-	3,610
Storey	-	1,780
Washoe	-	224,240
Carson City	-	35,400
		<u>326,940</u>

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AUTHORIZED
SWORN
PERSONNEL

65

DUTY STATIONS

Reno (Urban)
Lake Tahoe
Carson City
Fallon
Fernley
Lovelock
Hawthorne
Yerington



Captain John Bawden
Commander

COMPRISED OF:

Elko, Eureka, Lander,
Humboldt, and White
Pine counties.

POPULATION (1985)

Elko	-	22,850
Eureka	-	1,450
Lander	-	4,500
Humboldt	-	11,880
White Pine	-	7,560
		<u>48,240</u>

REGION
THREE

AUTHORIZED
SWORN
PERSONNEL

28

DUTY STATIONS

Wendover
Wells
Jackpot
Battle Mountain
Austin
Elko
Eureka
Ely
Winnemucca
Orovada



Lieutenant John White
Commander

COMMERCIAL ENFORCEMENT SECTION

On July 1st, 1985, the Department of Motor Vehicles and Public Safety effected a consolidation of the Commercial Enforcement Section of the Motor Carrier Division and commercial officers of the Highway Patrol Division. The purpose of the merger was to place all Commercial Enforcement Officers in one Division to provide improved management of resources and scheduling of personnel to better meet the goals and objectives of the Department. These ever-increasing responsibilities relate primarily to commercial vehicle and driver safety, hazardous-materials enforcement, and commercial bus and bus driver inspections. With the consolidation, the Commercial Enforcement Section of the Nevada Highway Patrol now consists of 44 officers, including staff personnel.

In the last year, six inspection sites have been built by the Nevada Department of Transportation: 2 in the Las Vegas area on I-15, 2 in the Reno area on I-80 and 2 in the Elko area on I-80. This now provides us with the basic facilities to conduct in-depth safety and hazardous-materials inspections as well as weight enforcement. One additional inspection site is in the planning

stage for a location near Boomtown, between the California state line and Reno. The Commercial Enforcement Section has two hazardous-materials inspection units consisting of two trained officers and a specially-equipped van. One of these units is located in Las Vegas and the other in Reno. They have as their primary duty the inspection of hazardous-materials transporters and their drivers. The program includes random, site, and terminal inspections as well as periodic inspections at the U.S. Ecology waste-disposal facility near Beatty.

Incidents such as the Walker River bus crash and the I-80 Trinity hazardous-material spill point up the need for increased enforcement of the laws and regulations concerning commercial vehicles and their drivers. The Section's goal is to minimize the loss of lives and property due to accidents or incidents of this nature.

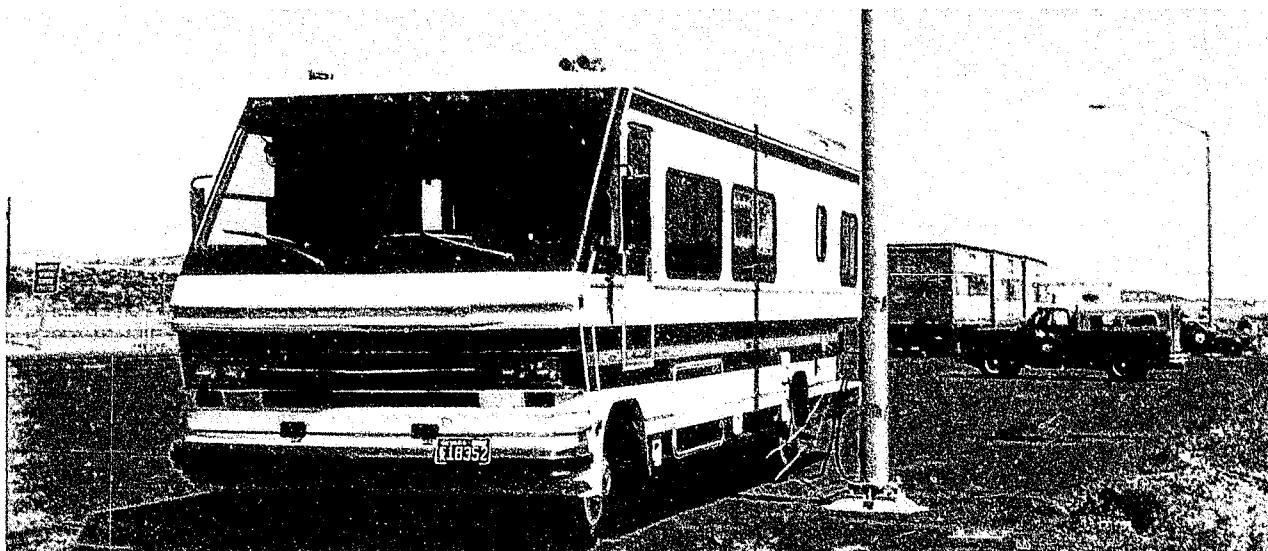
COMMERCIAL ENFORCEMENT SECTION

MOBILE COMMUNICATIONS CENTER

During this fiscal year the Highway Patrol's Mobile Communication Center (MCC) was brought on line and first saw complete utilization. The MCC is a one-of-a-kind vehicle that is part of a system that allows the Commercial Officer in the field to check an operator's license and record. This system, originated by the Highway Patrol, is unique to the State of Nevada and allows a driver's record to be checked in all 50 states or in a number of states based on various criteria (e.g. all states surrounding the home state, all states in a geographic area, or all states along a route most commonly used by the driver). These records checks are made by a single entry by the "MCC Operator". This single entry is reformatted by the Highway Patrol Management Information System in Carson City and sent to the states designated by the MCC operator's entry by way of the N.L.E.T.S. These checks can be

conducted at locations where telecommunications terminals are installed, presently the fixed truck inspection sites in Las Vegas and Reno. The driver's license and record-check system is a concept of the Nevada Highway Patrol and is the only system with the 50-state capability in the U.S., although many other states have shown considerable interest in the program.

Under legislation passed by Congress in 1986 all states will be required to have the capability of this system within the next few years for checking all commercial vehicle driver's license applicants. The Nevada Highway Patrol, with its MCC, has proven the concept and shown the feasibility of checking drivers' records in all states.



MAJOR INCIDENTS AND INVESTIGATIONS

MAJOR INCIDENTS AND INVESTIGATIONS

Changeable weather, the large number of hazardous materials shipments throughout the State and human behavior often create situations that demand extended use of Division resources and the expertise of its members. Just a few of the larger incidents which occurred in FY85/86 were:

On the morning of June 14, 1986, Troopers from Winnemucca, Battle Mountain and Lovelock responded to a fatal traffic accident near Burns Brothers Truck Stop, 25 miles west of Winnemucca. The accident involved a pedestrian and four tractor-trailer rigs, two of which overturned and blocked the eastbound lanes of I-80. The accident also resulted in three deaths and one person being seriously injured.

The highway remained closed for approximately 11 hours and numerous other agencies responded to assist the Nevada Highway Patrol. These agencies included the Nevada Department of Transportation, Pershing County Sheriff's Department, a State Health Inspector and two bus loads of United States Marines.

The Marines provided most of the manual labor used in the removal of debris from the road. Numerous hours were spent on the investigation, traffic control and clean-up. A spirit of cooperation was exhibited by all involved at the scene of this accident.



MAJOR INCIDENTS AND INVESTIGATIONS

On October 1, 1985, at approximately 8:30 P.M., a fatal hit and run accident occurred on SR423 (Old Virginia Street), 8 miles north of Reno. An extremely extensive investigation took place as the only physical evidence at the scene was a body, tire marks on the dirt shoulder leading to the pedestrian and a broken left front signal light lens. After piecing together the broken lens, Highway Patrol Troopers ascertained from General Motors in Detroit that the lens was manufactured for a 1971 Pontiac Catalina. With the assistance of the Washoe County Sheriff's Department and several Reno area officers the vehicle was located on October 9, 1985, in the Reno area. Telephone calls from private individuals and physical evidence from the vehicle led to the identity of the suspect. The suspect was later arrested in Honolulu, Hawaii, and was convicted.

* * * * *

An intoxicated driver struck a couple crossing Highway 50 at Lake Tahoe in the early hours of November 11, 1985. He then fled the scene, dragging the woman victim under the vehicle causing major injuries.

Very little evidence was left at the scene and witnesses differed on the vehicle's description. A coordinated bi-state effort by

officers of the Nevada Highway Patrol, Douglas County Sheriff's Office and South Lake Tahoe Police Department resulted in the arrest of the driver 5 days later. The vehicle was found in a garage in South Lake Tahoe with repairs in progress. When questioned, the suspect stated "I thought I hit a dog".

* * * * *

On Monday, June 23, 1986, a tractor-flatbed trailer hauling 36,000 pounds of sodium cyanide was traveling in the "Spaghetti Bowl" area of Reno. The vehicle overturned and the container of sodium cyanide ruptured. The interchange from eastbound I-80 to northbound US395 was closed for approximately four and one-half hours. The entire Reno area shift and numerous allied agencies were called upon for traffic control and possible evacuation of the area as the chemical turns to a deadly gas if contacted by water.

After a large crane arrived at the scene and stabilized the shipment, it was determined that the inner lining had not been compromised. The shipment was loaded onto another trailer and was escorted to a nearby haven by the Nevada Highway Patrol.

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MAJOR INCIDENTS AND INVESTIGATIONS

The winter of 1985/86 was best characterized as "all or nothing". Generally good weather was punctuated by two major stormy periods. The first, over the Veteran's Day holiday, stranded thousands of travelers as snow closed the mountain passes.

During the week of February 16-22, 1986, another major winter storm struck the Northern Region, saturating the area with rain and snow for an almost-biblical seven days and seven nights. The storm caused the Truckee River to overflow in downtown casinos.

Several State routes and U.S. highways were closed due to the flooding and damage. US95A from Weeks to Silver Springs was closed due to a bridge washout. SR445 (Pyramid Highway), SR446 (Nixon/Wadsworth), US395 at Andrew Lane south of Reno, SR674 at May-

berry, SR338 at Sweetwater Summit, were damaged by floodwaters and temporarily closed.

At one point, the only way for west bound travelers to reach California was through Lake Tahoe over SR28. This caused possibly the worst traffic jam ever seen in the usually tranquil Tahoe basin. For several hours the line of stopped traffic extended from the California mountain town of Truckee to the south shore of Lake Tahoe, a distance of roughly 55 miles. Division personnel coordinated efforts with the California Highway Patrol enabling a major wreck on the California side to be cleared and traffic to again begin moving.

* * * * *



A normally docile creek erodes US395 at Andrew Lane

SPECIAL EVENTS

SPECIAL EVENTS

Nevada is a State of great natural beauty, clean air and generally favorable weather which provide an attractive backdrop for a variety of recreational and sports pursuits, attracting major new events each year.

The Division has taken the increased demands on its resources in stride, providing service in the form of traffic and crowd control to many interesting events. When possible, the promoters are billed for the expenses involved.

* * * * *

On March 1, 1986, approximately 1,200 marchers departed Los Angeles, California, enroute to Washington via Las Vegas to protest nuclear arms testing by the United States on April 8, 1986. At approximately 7:00 A.M. just over 200 marchers crossed the California stateline into Nevada. Numbers rapidly decreasing, money and food supplies nearly depleted, the marchers pressed on. Region I Troopers responded providing twenty-four hour monitoring, attempting to ensure the safety of the motoring public and the marchers as they proceeded through our State. Several days passed before the marchers quietly slipped from Nevada into Arizona. Cooperation of law enforcement agencies, citizens of the community and the professionalism displayed by Region I Troopers saw a potentially hazardous assignment completed without incident.

* * * * *

On August 7, 1985, the annual Coors Classic International Bicycle Race was held for the first time outside the State of Colorado. The race started in San Francisco and came through Lake Tahoe, Carson City, Virginia City and Reno. Forty

uniformed officers out of Region II were activated along with officers from allied agencies. Portions of SR28 in the Lake Tahoe area were temporarily shut down to allow safe conditions for the racers. State Routes 341 and 342, from US50 to US395, were closed at the time racers were travelling through the area. The Nevada Highway Patrol escorted the entire race while it was in the State of Nevada. The course was monitored by the aircraft crew to give advance notice of any potential problem.

* * * * *

Division personnel provided traffic control for several production companies filming movies in the Las Vegas area. The largest production was for "Cherry 2000" which was shot entirely in Southern Nevada. Scenes were shot in Las Vegas, Tonopah, Beatty, and the Red Rock area during the nearly five months it took to complete the project. Region I Troopers provided traffic control and diversion operations without incident throughout the production. Other film productions during the year included "Stark Two" and "Heat".

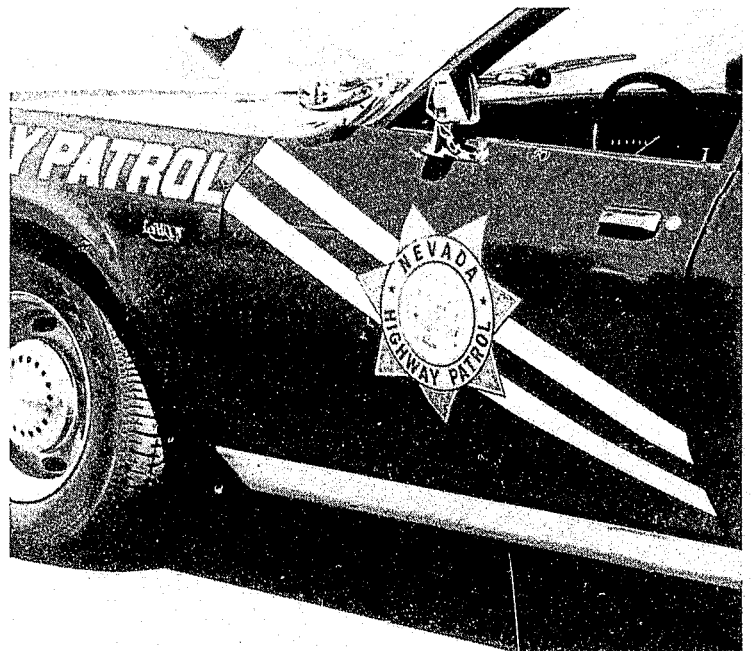


SPECIAL EVENTS

Several running events were held in the Tahoe Basin. The "Decelle Relay" and the "Pepsi 72 Mile Run" are major events in which participants run the circumference of the Lake. The "World's Toughest Triathlon" was held in early September, 1985, and lived up to its billing. Contestants swim 2 miles in the clear, chilly waters of the Lake, then mount bicycles for an extended tour through the Carson Valley, up the mountain passes and back to State-line. From there, it was a marathon-length foot race along Highway 50 to Spooner Summit with the return leg over the old Pony Express trail along the eastern ridge of the Sierras.

September is perhaps the most demanding month for personnel assigned to special events in addition to their regular duties. During the week of September 12-15, 1985 the Reno International Air Races were once again held at the Stead facility north of Reno. This annual event requires four days of intense traffic control from the Division every year. This year, the Northern Region utilized 29 officers through the event as 1985 was a record year for attendance. In addition, road construction on US395 at the Lemmon Valley intersection complicated the traffic control efforts. The Air Races, along with the Nevada State Fair, the Reno Balloon Race and the Virginia City Camel Races, kept the Northern Region jumping.

December 3-9, 1985, a meeting of the National Governors Association, Council of State Governments, was held at Lake Tahoe. Governors, their aides and family members from around the country attended the meeting. Division personnel were assigned responsibility for transportation and personal security for the event.



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STATEWIDE OPERATIONS

ACTIVITY CONTACTS

<u>ACTIVITY CATEGORY</u>	<u>1984/1985</u>	<u>1985/1986</u>	<u>PERCENT CHANGE</u>
Motorist Assists	21,751	26,365	+ 21.2
Special Assignments	34,973	32,096	- 8.2
Special Programs	1,383	335	- 75.8
Accidents Investigated			
Fatal	152	132	- 13.2
Injury	2,658	2,629	- 1.1
Property Damage	4,586	4,934	+ 7.6
Stolen Vehicles Recovered	192	204	+ 6.3
Vehicles Impounded	2,865	2,677	- 6.6
D.U.I. Arrests	3,194	3,257	+ 2.0
Misdemeanor Arrests	4,631	3,069	- 33.7
Felony Arrests	853	634	- 25.7
Warrant Arrests	3,100	3,286	+ 6.0
Hazardous Citations	32,144	33,449	+ 4.1
Speed Limit Citations			
56-70	32,656	38,750	+ 18.7
71-85	26,852	31,401	+ 16.9
Other Citations	29,213	38,292	+ 31.1
Mechanical Repair Orders	17,767	17,112	- 3.7
Verbal Warnings Issued	<u>32,780</u>	<u>21,442</u>	<u>- 34.6</u>
TOTAL MILES TRAVELED	3,829,692	4,006,803	+ 4.6

STATEWIDE OPERATIONS

HOURS WORKED

<u>Time Category</u>	<u>1984/1985</u>	<u>1985/1986</u>	<u>% Change</u>
On-View Patrol	137,128	143,170	+ 4.4
Special Assignments	34,636	34,128	- 1.5
Special Programs	5,050	1,860	- 63.2
Accident Investigations			
Fatal	3,003	3,323	+ 10.7
Injury	9,139	8,592	+ 6.0
Property Damage	8,071	8,599	+ 6.5
Office Reports	17,940	16,723	- 7.0
Court	5,744	6,919	+ 20.4
Training	13,833	15,899	+ 14.9
Administrative/Supervisory	26,041	25,076	- 3.7
Authorized Breaks	22,077	22,501	+ 1.9
Motorist Assists	4,443	5,443	+ 22.5
Stolen Vehicle Recovery	160	177	+ 10.6
Vehicle Impounding	886	963	+ 8.7
D.U.I. Arrests	5,072	4,972	- 2.0
Misdemeanor Arrests	1,117	1,652	+ 47.9
Warrant Arrests	1,423	1,655	+ 16.3
Felony Arrests	<u>649</u>	<u>568</u>	<u>- 12.5</u>
TOTAL HOURS WORKED	302,887	302,220	- .2

The TOTAL HOURS WORKED included the following hours of overtime:

41,053	41,565	+ 1.3
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STATEWIDE OPERATIONS

COMMERCIAL ENFORCEMENT SECTION

HOURS WORKED

<u>Time Category</u>	<u>1984/1985</u>	<u>1985/1986</u>	<u>% Change</u>
On View Patrol	15,175.80	13,224.7	-12.9
Special Assignments	1,718.75	2,356.9	+37.1
Scale Activity	9,074.95	12,635.2	+39.7
Office Report	2,290.45	2,717.7	+18.7
Court Time	334.70	264.9	-20.9
Training Received	1,135.50	2,613.5	+130.2
Motorist Assists	257.55	340.5	+32.2
School Bus Inspection	n/a*	2,880.9	n/a*
Vehicle Inspection	5,008.75	8,744.5	+74.6
Mobile Command Center	n/a**	1,195.8	n/a
Other Activity Worked	8,086.50	9,670.2	+19.6
Total Regular Time Worked	43,082.95	56,420.3	+31.6
Total Overtime Hours	804.60	1,798.0	+123.5

<u>Activity Category</u>	<u>1984/1985</u>	<u>1985/1986</u>	
<u>Citations Issued</u>			
School Bus Inspections	106*	2,563	n/a*
Vehicle Inspections	5,446	5,320	-2.3
Equipment Violations	274	480	+75.2
Weight Citations	968	893	-7.8
Motor Carrier Safety Violations	6,742	10,564	+56.7
Total Vehicles Weighed	42,204	41,906	-.7
Total Vehicles Checked	79,901	88,251	+10.5
Total Miles Driven	569,730	584,534	+2.6
Total Vehicle Expense	75,041.23	76,141.11	+1.5
Average Cost Per Mile	\$.13	\$.13	

Mobile Command Center

Drivers Licenses Checked	1581
Drivers Licenses Expired	6
Suspended/Revoked	98
Multi-Offenders	57

*Commercial Enforcement did not assume responsibility for school bus inspections until July, 1985 merger.

**Mobile Command Center was not activated until July, 1985.

AUTHORIZED FLEET VEHICLES

PATROL VEHICLES

Standard Sedans	215	Pickups	7
Four-Wheel Drive Pickup	5	Mustangs	13

SPECIAL-PURPOSE VEHICLES

Hazardous-Materials Response Vans	3	Academy Vehicles	5
Semi-Marked Vehicles (Special Officers)	6	Pickups	7

Mobile Command Center 1

COMMUNICATIONS BUREAU

Standard Sedans	1	Pickups	5
Snowcats			2

AIR OPERATIONS

Cessna Aircraft 1

	<u>1984/1985</u>	<u>1985/1986</u>
Total Miles Driven	4,317,162	4,928,909
Total Vehicle Expense	584,174	635,339
Average Cost Per Mile	\$.14	\$.13

COMPARATIVE DATA

NEVADA/WESTERN STATES*

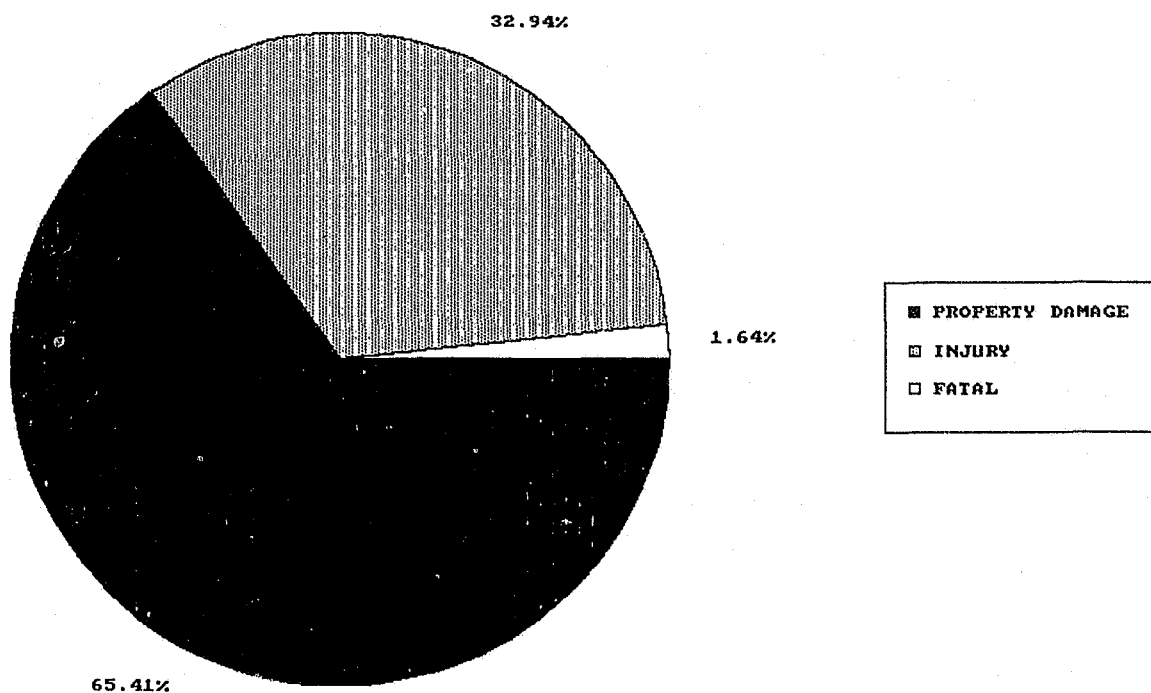
TRAFFIC-ENFORCEMENT AIRCRAFT

<u>State</u>	<u>Fixed-Wing</u>	<u>Helicopter</u>	<u>Sworn Pilots</u>
Arizona	6	5	25
California	7	5	41
Colorado	5	0	4
Montana	1	0	1
NEVADA	1	0	1
New Mexico	2	0	4
Idaho	0	0	0
Oregon	5	0	4
Utah	2	0	2
Washington	7	0	12
Wyoming	0	0	0

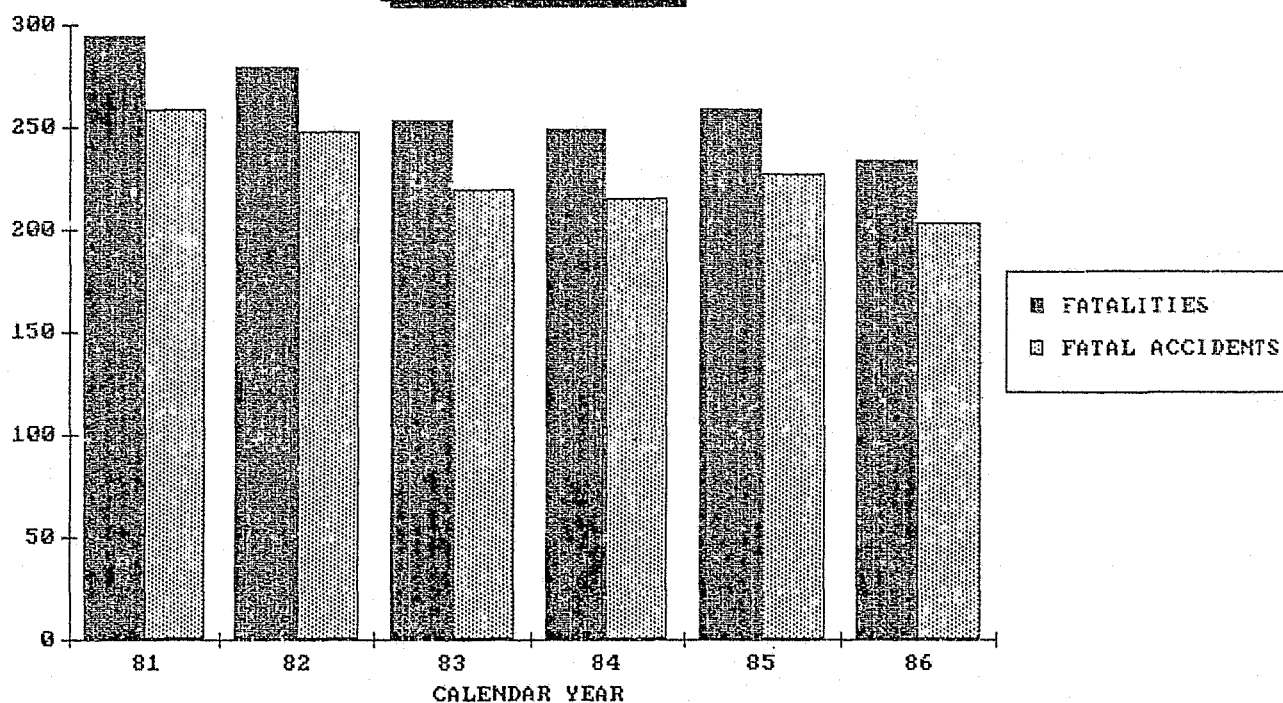
*Source-1985 Data Book on State & Provincial Law Enforcement Agencies

STATISTICAL SECTION

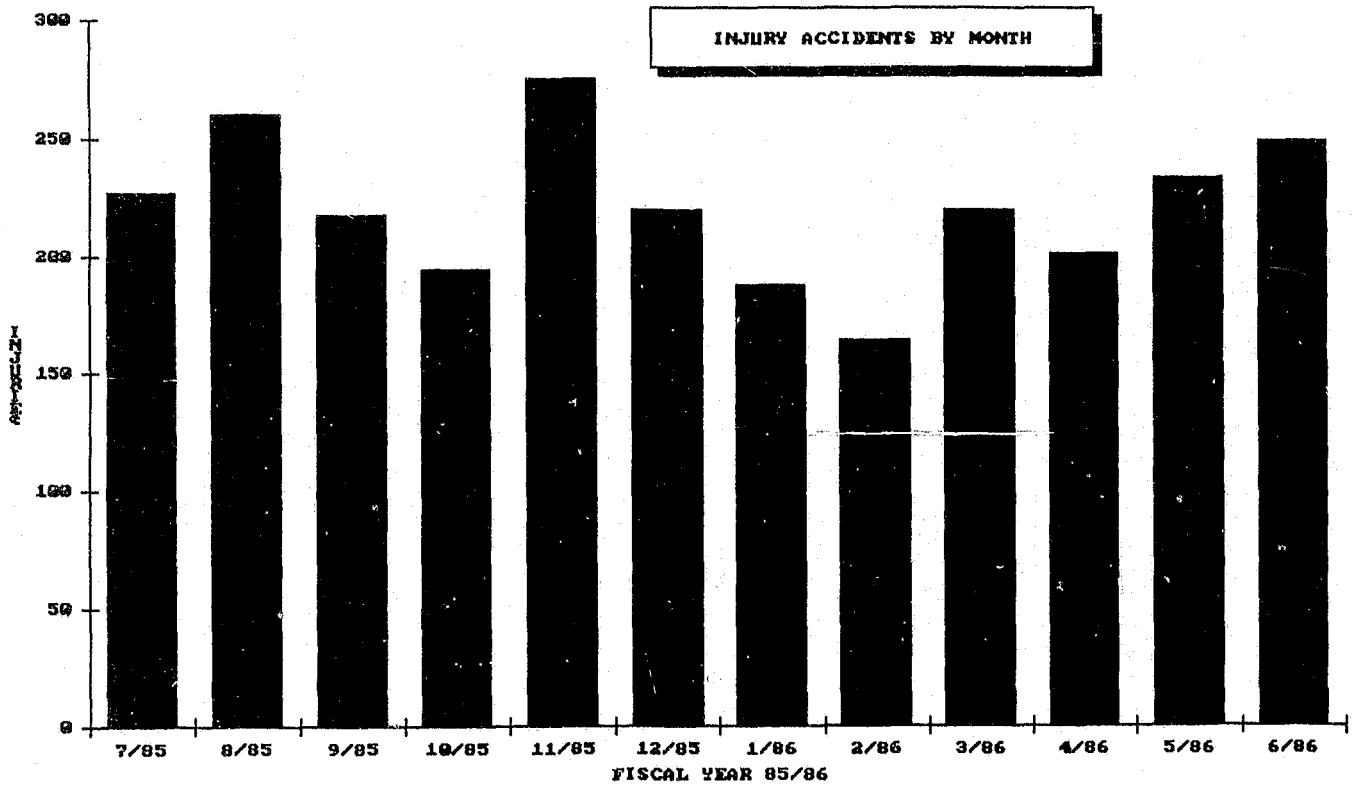
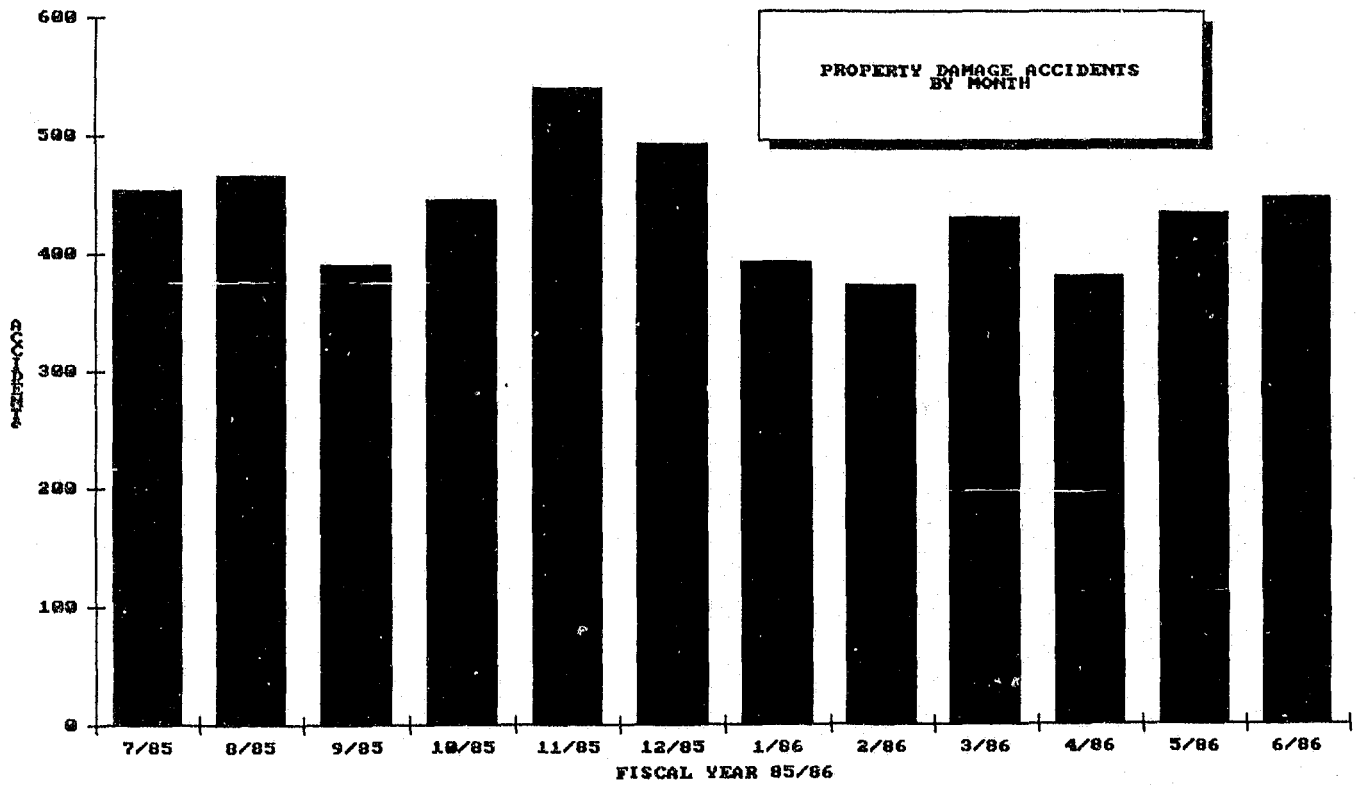
TRAFFIC ACCIDENTS (FY 85/86)



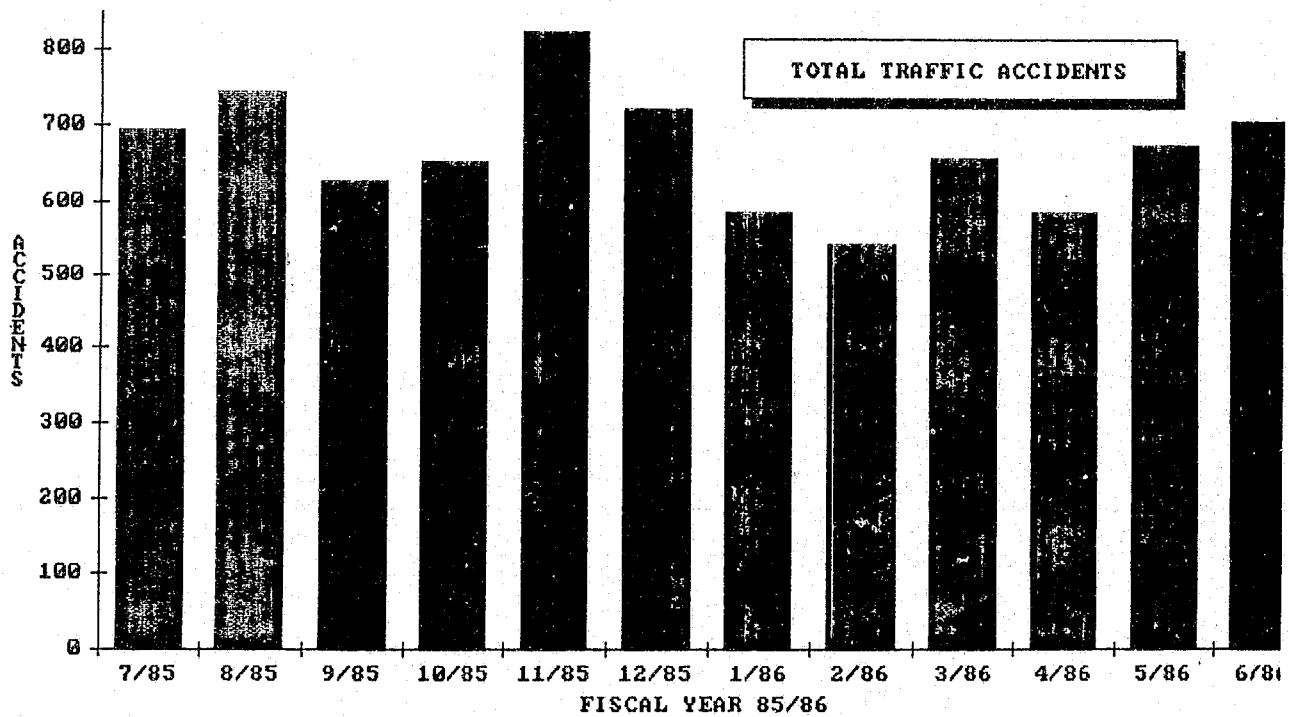
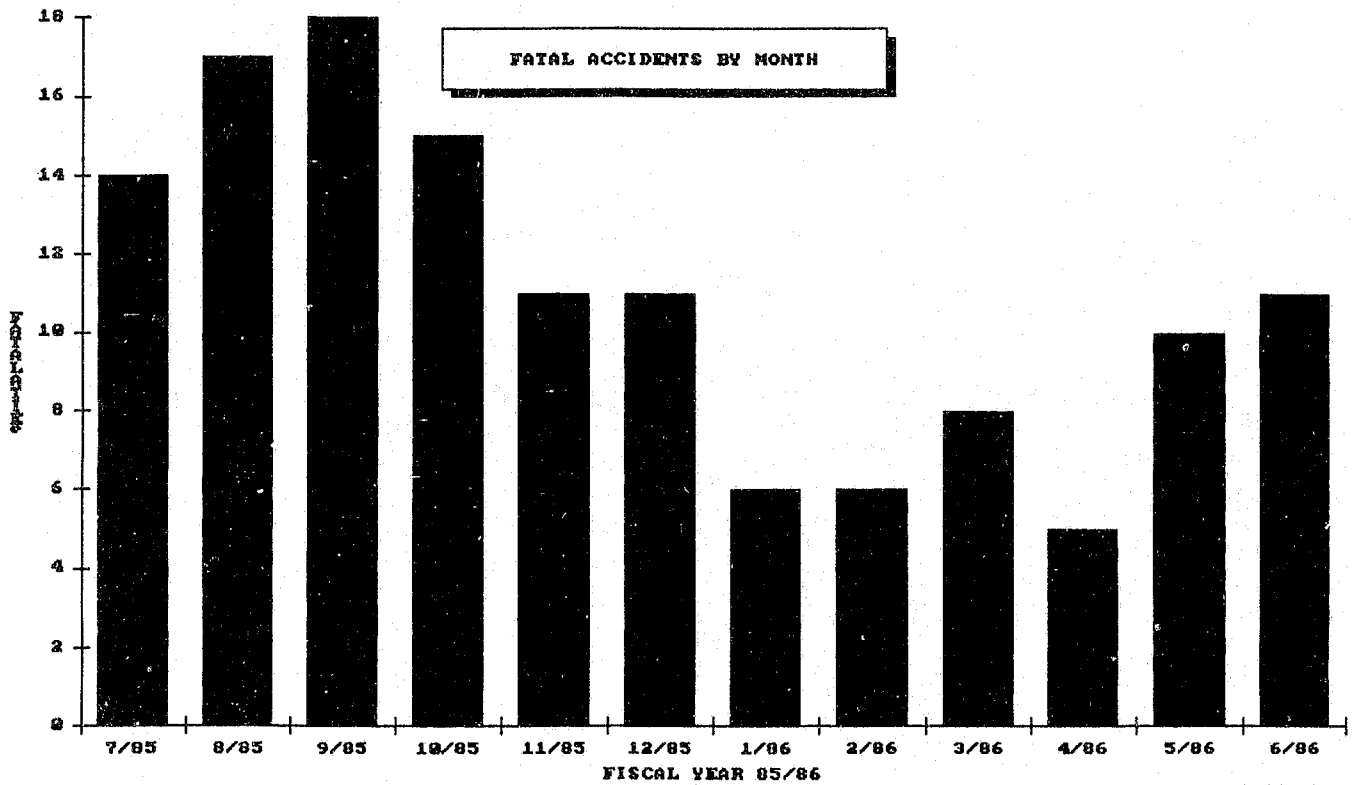
NEVADA FATALITIES



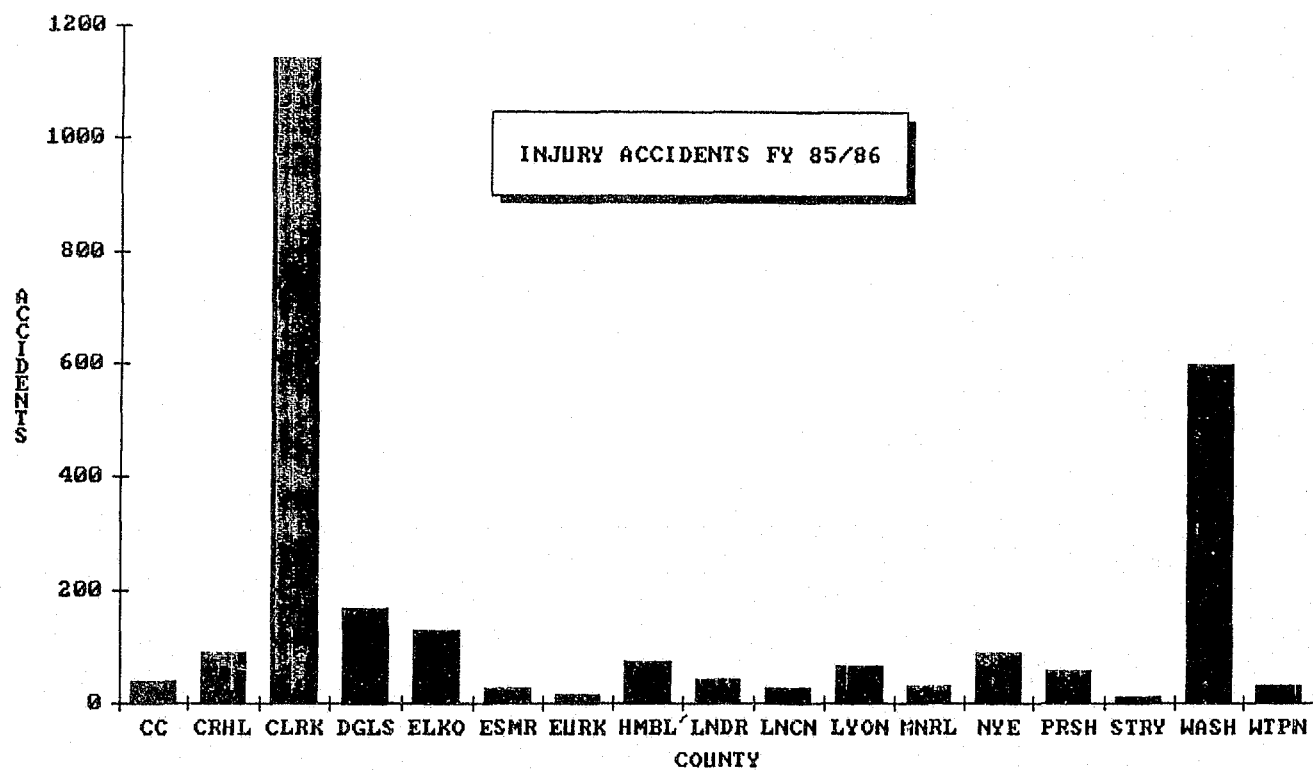
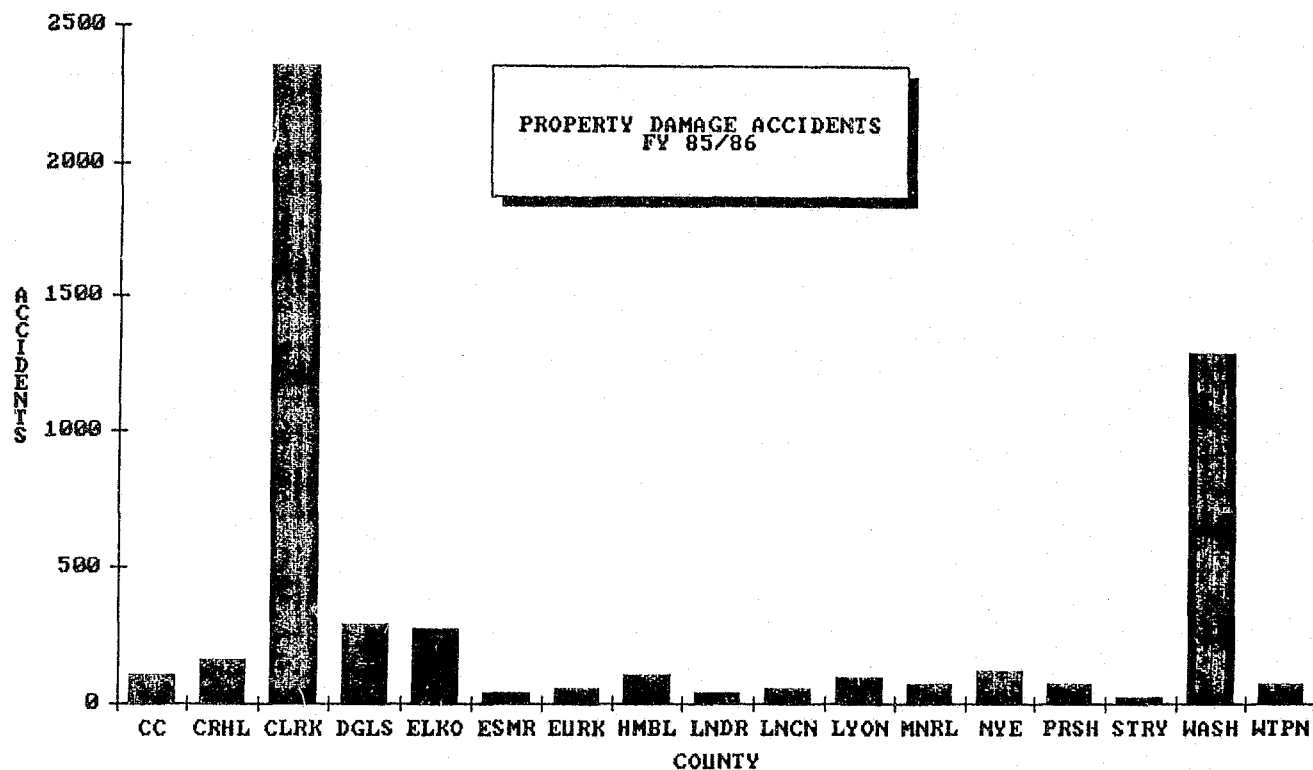
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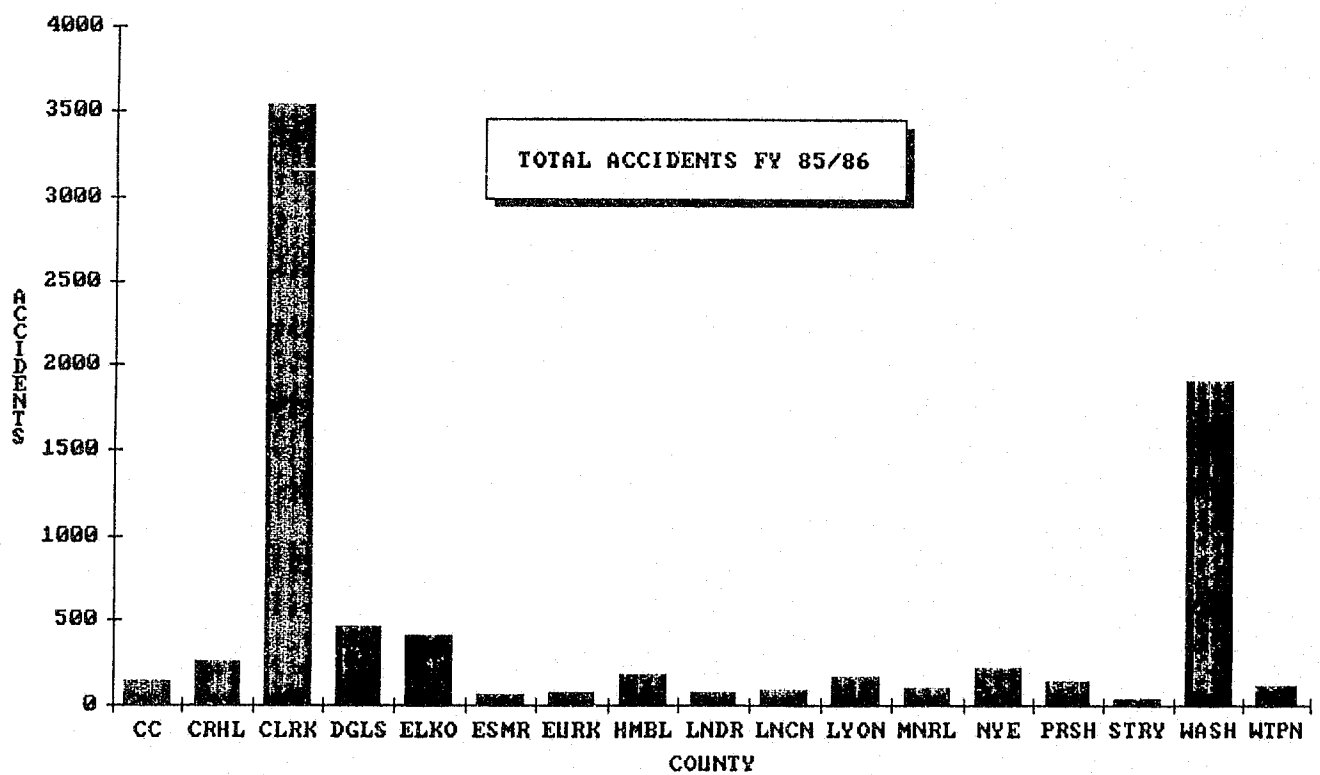
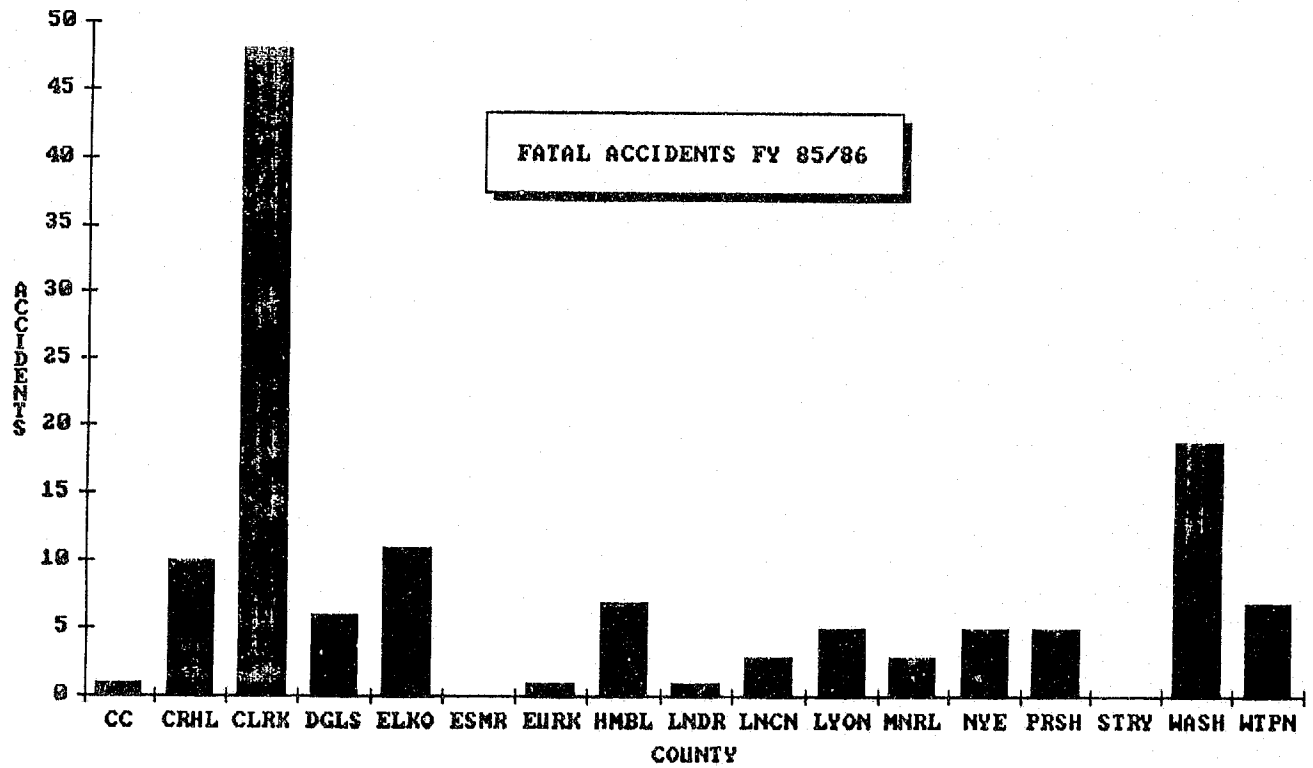
STATISTICAL SECTION



STATISTICAL SECTION



STATISTICAL SECTION



STATISTICAL SECTION

Revenue for the Nevada Highway Patrol's budget is provided by four separate sources or budget accounts. The "Highway Patrol" account draws funding primarily from the State Highway Fund and is supplemented by the "Special" account funded through a four dollar special fee assessed on each motor vehicle registration.

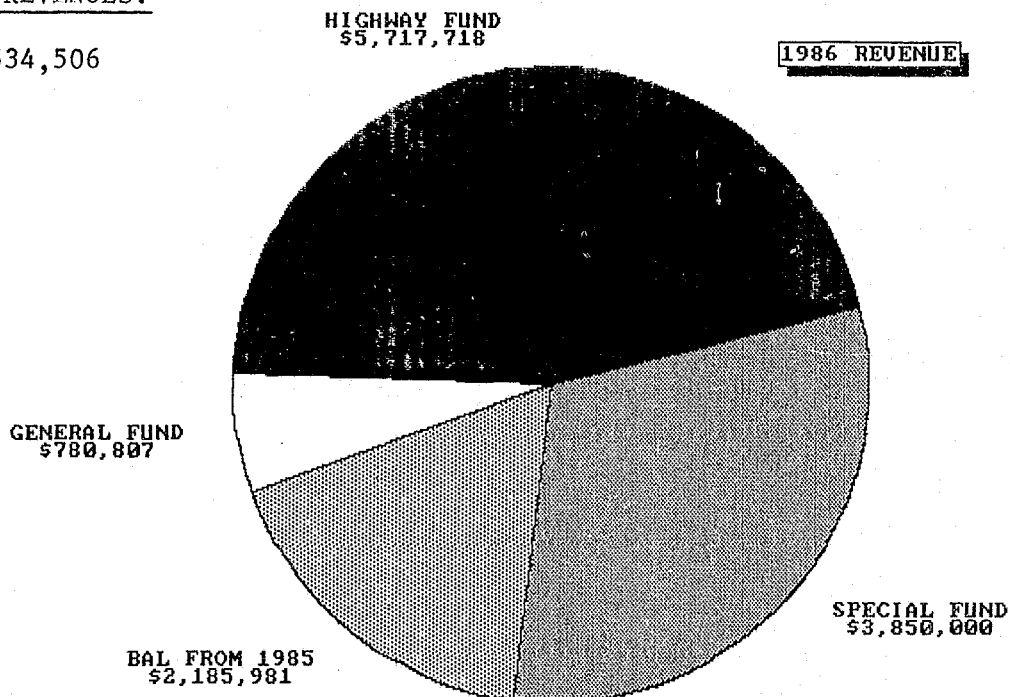
Other, more specialized functions of the Division are funded by their own accounts. The Criminal History Records Repository is supported by monies from the State General Fund and a grant

from the U.S. Department of Justice, Bureau of Justice Assistance. The State Communications Board is funded exclusively by service fees paid by users of the system. With the addition of the Commercial Enforcement Section from the Motor Carrier Division the Highway Patrol is responsible for managing funds for the Commercial Enforcement program. This funding will not officially be transferred to the Highway Patrol account until fiscal year 1988.

The following charts show revenues and expenditures for the Highway Patrol and Special accounts.

TOTAL REVENUES:

\$12,534,506

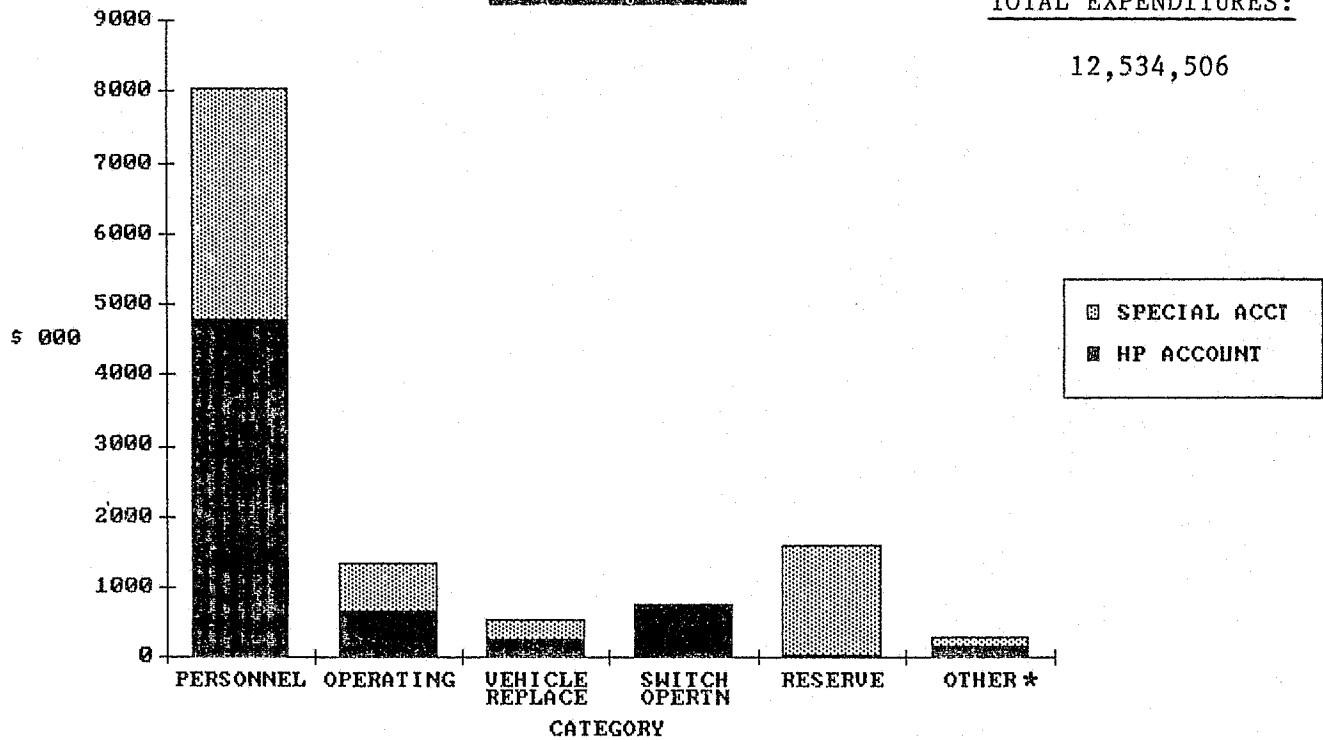


STATISTICAL SECTION

1986 EXPENDITURES

TOTAL EXPENDITURES:

12,534,506



1986 EXPENDITURES

