

Amendment No. 938

Senate Amendment to Assembly Bill No. 348 First Reprint	(BDR 43-38)
<b>Proposed by:</b> Committee on Transportation and Homeland Security	
<b>Amendment Box:</b> Replaces Amendment No. 679.	
<b>Resolves Conflicts with:</b> N/A	
<b>Amends:</b> Summary: Yes Title: Yes Preamble: No Joint Sponsorship: No Digest: No	

ASSEMBLY ACTION	Initial and Date	SENATE ACTION	Initial and Date
Adopted <input type="checkbox"/> Lost <input type="checkbox"/>	_____	Adopted <input type="checkbox"/> Lost <input type="checkbox"/>	_____
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Amend section 1, page 1, lines 6 and 10, by deleting “*infrared*”.

Amend section 1, page 2, by deleting lines 3 through 7 and inserting:

*“2. Except as otherwise provided in this subsection, a person shall not in this State sell or offer for sale any device or mechanism, including, without limitation, a mobile transmitter, that is capable of interfering with or altering the signal of a traffic-control signal. The provisions of this subsection do not prohibit a person from selling or offering for sale:*

*(a) To a provider of mass transit, a signal prioritization device; or*

*(b) To a response agency, a signal preemption device or a signal prioritization device, or both.*

*3. A police officer:”.*

Amend section 1, page 2, lines 9 and 15, by deleting “*infrared*”.

Amend section 1, page 2, line 23, by deleting “3.” and inserting “4.”.

Amend section 1, page 2, line 25, by deleting “2” and inserting “3”.

Amend section 1, page 2, by deleting line 28 and inserting:

***“5. Except as otherwise provided in subsection 8, the”.***

Amend section 1, page 2, line 30, by deleting “infrared”.

Amend section 1, pages 2 and 3, by deleting lines 36 through 44 on page 2 and lines 1 through 6 on page 3, and inserting:

***“6. A person who violates the provisions of subsection 1 or 2 is guilty of a misdemeanor.***

***7. A provider of mass transit shall not operate or cause to be operated a signal prioritization device in such a manner as to impede or interfere with the use by response agencies of signal preemption devices.***

***8. The provisions of this section do not:***

***(a) Except as otherwise provided in subsection 7, prohibit a provider of mass transit from acquiring, possessing or operating a signal prioritization device.***

***(b) Prohibit a response agency from acquiring, possessing or operating a signal preemption device or a signal prioritization device, or both.***

***9. As used in this section:***

***(a) “Mobile transmitter” means a device or mechanism that is:***

- (1) Portable, installed within a vehicle or capable of being installed within a vehicle; and***
- (2) Designed to affect or alter, through the emission or transmission of sound, infrared light, strobe light or any other audible, visual or electronic method, the normal operation of a traffic-control signal.***

↪ *The term includes, without limitation, a signal preemption device and a signal prioritization device.*

*(b) “Provider of mass transit” means a governmental entity or a contractor of a governmental entity which operates, in whole or in part:*

*(1) A public transit system, as that term is defined in NRS 377A.016; or*

*(2) A system of public transportation referred to in NRS 373.1165.*

*(c) “Response agency” means an agency of this State or of a political subdivision of this State that provides services related to law enforcement, firefighting, emergency medical care or public safety. The term includes a nonprofit organization or private company that, as authorized pursuant to chapter 450B of NRS:*

*(1) Provides ambulance service; or*

*(2) Provides intermediate or advanced medical care to sick or injured persons at the scene of an emergency or while transporting those persons to a medical facility.*

*(d) “Signal preemption device” means a mobile transmitter that, when activated and when a vehicle equipped with such a device approaches an intersection controlled by a traffic-control signal, causes:*

*(1) The signal, in the direction of travel of the vehicle, to remain green if the signal is already displaying a green light;*

*(2) The signal, in the direction of travel of the vehicle, to change from red to green if the signal is displaying a red light;*

*(3) The signal, in other directions of travel, to remain red or change to red, as applicable, to prevent other vehicles from entering the intersection; and*

*(4) The applicable functions described in subparagraphs (1), (2) and (3) to continue until such time as the vehicle equipped with the device is clear of the intersection.*

*(e) “Signal prioritization device” means a mobile transmitter that, when activated and when a vehicle equipped with such a device approaches an intersection controlled by a traffic-control signal, causes:*

*(1) The signal, in the direction of travel of the vehicle, to display a green light a few seconds sooner than the green light would otherwise be displayed;*

*(2) The signal, in the direction of travel of the vehicle, to display a green light for a few seconds longer than the green light would otherwise be displayed; or*

*(3) The functions described in both subparagraphs (1) and (2).*

*(f) “Traffic-control signal” means a traffic-control signal, as defined in NRS 484.205, which is capable of receiving and responding to an emission or transmission from a mobile transmitter.”.*

Amend the title of the bill to read as follows:

“AN ACT relating to traffic laws; prohibiting the operation of, and the operation of a vehicle equipped with, any device or mechanism capable of interfering with or altering the signal of a traffic-control signal; prohibiting the sale in this State of such devices and mechanisms; providing certain exceptions for response agencies and providers of mass transit; providing a penalty; providing for an increased penalty under certain circumstances; and providing other matters properly relating thereto.”.

Amend the summary of the bill to read as follows:

“SUMMARY—Prohibits unauthorized sale or use of device or mechanism capable of interfering with or altering signal of traffic-control signal. (BDR 43-38)”.

