

State of Nevada Office of Traffic Safety Annual Report FFY 2017



ANNUAL PERFORMANCE REPORT

FEDERAL FISCAL YEAR 2017

Prepared by Nevada Department of Public Safety, Office of Traffic Safety (DPS-OTS)

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NEVADA OFFICE OF TRAFFIC SAFETY (OTS)

Mission

Nevada supports a “Towards Zero Deaths” vision. The mission of the Nevada Office of Traffic Safety is to eliminate deaths and injuries on Nevada's roadways so everyone arrives home safely.

Program Funding

Designated by the Governor, the Nevada Department of Public Safety (DPS) is responsible for applying for and administering federal highway safety funds awarded to the State to conduct traffic safety programs that positively affect driving behavior. The Director of the Department serves as the Governor’s Representative for Highway Safety and has designated the Administrator of the Office of Traffic Safety as the Highway Safety Coordinator. To accomplish this task, the Department of Public Safety, Office of Traffic Safety (DPS-OTS) develops an annual Highway Safety Plan (HSP) that identifies key highway safety issues and problem areas in the state. DPS-OTS then solicits proposals statewide to address the identified problems. Available funds are awarded to state and local government and non-profit agencies to implement evidence-based traffic safety programs and projects. Programs are also supported using State funds, grants received from private organizations, and FHWA funds passed through from Nevada Department of Transportation, as allowable.

This report outlines the results of the FFY 2017 Highway Safety Plan and serves as Nevada OTS’ Annual Report.

DPS-OTS annually awards federal funds to state, local, and non-profit organizations desiring to partner in solving identified traffic safety problems. Funds awarded are strictly for use in reducing deaths and serious injuries caused by motor vehicle crashes through the implementation of programs or strategies that address driver behavior in the priority problem areas. These program areas, in alignment with the Strategic Highway Safety Plan (SHSP), are:

- Impaired Driving
- Occupant Protection (seat belts and child safety seats)
- Pedestrian Safety
- Traffic Records
- Distracted Driving
- Youth Driving
- Speed
- Motorcycle Safety
- Child Safety
- Bicycle Safety

Performance Measures

Rules established by NHTSA allow states to identify problems and funding needs in each of the nationally designated program priority areas. State Highway Safety Offices (SHSOs) have the flexibility to identify additional program areas from their data, along with the amount of funding allocated to each. Nevada utilizes this flexibility in working with its SHSP partners toward achieving its goal of ‘Zero Fatalities.’ The projects chosen for funding in FFY 2017 included strategies from the SHSP’s seven critical emphasis areas and their results are detailed on the following pages. (For more on the SHSP, please log on to www.zerofatalitiesnv.com).

PERFORMANCE MEASURE TARGETS

1: TRAFFIC FATALITIES

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of 264 traffic fatalities is 302, which is less than the projected 303 fatalities, by December 31, 2017.

Actual Performance: The five-year average for Nevada fatalities in years 2012-2016 was 294, which is greater than the desired target of 286.

2: SERIOUS INJURIES IN TRAFFIC CRASHES

2017 Target: Decrease the 2010–2014 five-year moving average from 1,210 serious injuries to 1,200 serious injuries by December 31, 2017.

Actual Performance: The five-year average for Nevada serious injuries from motor vehicle crashes in years 2012-2016 was 1,217, which is greater than the desired target of 1,110.

3: FATALITY RATE PER 100 MILLION VMT

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of 1.10 fatalities per 100M VMT is 1.17, which is less than the projected 1.18 fatality rate, by December 31, 2017.

Actual Performance: The five-year average for Nevada fatalities per 100M VMT from motor vehicle crashes in years 2012-2016 was 1.16, which is less than the target of 1.19.

4: UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL POSITIONS

2017 Target: Decrease the 2010–2014 five-year moving average of 65 unrestrained fatalities from 65 to 60 by December 31, 2017.

Actual Performance: The five-year average for Nevada unrestrained fatalities from motor vehicle crashes in years 2012-2016 was 67, which is greater than the desired target of 53.

5: FATALITIES INVOLVING A DRIVER OR RIDER WITH A BAC OF .08 OR ABOVE

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of 79 impaired fatalities is 95, which is less than the projected 96 impaired fatalities, by December 31, 2017.

Actual Performance: The five-year average for Nevada impaired fatalities from motor vehicle crashes in years 2012-2016 was 87, which is greater than the desired target of 83.

6: SPEEDING RELATED FATALITIES

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of 90 speeding-related fatalities is 103, which is less than the projected moving average of 104 speeding-related fatalities by December 31, 2017.

Actual Performance: The five-year average for Nevada speeding fatalities from motor vehicle crashes in years 2012-2016 was 106, which is greater than the desired target of 92.

7: NUMBER OF MOTORCYCLIST FATALITIES

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of 51 motorcycle fatalities is 72, which is less than the projected 73 motorcycle fatalities, by December 31, 2017.

Actual Performance: The five-year average for Nevada motorcyclist fatalities in years 2012-2016 was 59, which is greater than the desired target of 54.

8: UNHELMETED MOTORCYCLIST FATALITIES

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of eight unhelmeted motorcycle fatalities remains at eight, which is less than the projected nine unhelmeted motorcycle fatalities, by December 31, 2017.

Actual Performance: The five-year average for Nevada unhelmeted motorcyclist fatalities in years 2012-2016 was 10, which is greater than the desired target of 6.9.

9: DRIVERS AGE 20 OR YOUNGER IN FATAL CRASHES

2017 Target: Decrease the upward trend so that the 2010-2014 five-year moving average of 30 fatalities involving a driver age 20 and younger is 38, which is less than the projected moving average of 39 fatalities involving a driver age 20 and younger by December 31, 2017.

Actual Performance: The five-year average for Nevada fatalities involving a driver age 20 or younger from motor vehicle crashes in years 2012-2016 was 36, which is greater than the desired target of 34.

10: PEDESTRIAN FATALITIES

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of 54 pedestrian fatalities is 81, which is less than the projected 81 pedestrian fatalities, by December 31, 2017.

Actual Performance: The five-year average for Nevada pedestrian fatalities in years 2012-2016 was 68, which is which is less than the target of 72.

11: TRAFFIC RECORDS

2017 Target: Continue implementation of the remaining large law enforcement agencies reporting traffic citations through the central electronic system and evaluate smaller size agencies for suitability based on cost vs. number of citations by December 31, 2017.

12: CHILD PASSENGER SAFETY

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of two fatalities of children age four and younger is three, which is less than the projected moving average of four fatalities of children age four and younger by December 31, 2017.

2017 Actual Performance: The five-year average for Nevada fatalities of children age four and younger from motor vehicle crashes in years 2012-2016 was 2.4, which is greater than the desired target of 2.

13: BICYCLE SAFETY

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of six bicycle fatalities is nine, which is less than the projected moving average of 10 bicycle fatalities by December 31, 2017.

2017 Actual Performance: The five-year average for Nevada bicyclist fatalities in years 2012-2016 was 7, which is greater than the desired target of 6.

14: DISTRACTED DRIVING

2017 Target: Decrease the upward trend so that the 2010–2014 five-year moving average of 17 distracted fatalities is 12, which is less than the projected average of 13 distracted fatalities by December 31, 2017.

2017 Actual Performance: The five-year average for Nevada fatalities involving a distracted driver from motor vehicle crashes in years 2012-2016 was 14 which is less than the target of 21.

COMMON PERFORMANCE MEASURES

- 1: TRAFFIC FATALITIES
- 2: SERIOUS INJURIES IN TRAFFIC CRASHES
- 3: FATALITY RATE PER 100 MILLION VMT

Related Projects

TS-2017-NVOTS 658-00119—Nevada Office of Traffic Safety— Joining Forces Master

Funding Sources: 402, 405(d)

Budget: \$1,784,000

Obligation Percentage Spent: \$1,615,420.04 90.55%

This funding supports Nevada’s police traffic enforcement HVE program, Joining Forces, which is then sub granted out to law enforcement agencies to conduct specific enforcement events covering 6 CEA's (Impaired Driving, CIOT, Speed, Distracted Driving, Pedestrian Safety, and Motorcycle Riders). Nevada has 57 law enforcement agencies statewide, of that 25 agencies participated this year, covering 98% of the state. During the 19 scheduled events, many important citation categories improved from FY16 to FY17 such as speed, cell phone use, reckless driving and failure to yield. During the 19 events in FY17 73,338 citations were issued for a variety of violations, following is the breakdown of citations written:

Category	FFY 2016	FY2017
DUI	624	562
Seat Belt	2,040	1,459
Child Seat	316	218
Speed	29,381	29,479
Pedestrian at Fault	842	746
Driver at Fault	742	495
Cell Phone Use	4,545	5,262
Drug Arrest	213	110
Other Distracted Driving	82	75
Felony Arrest	129	115
Recovered Stolen Vehicle	24	25
Fugitive	260	254
Suspended/Revoked License	1,035	884
Driver’s License Other	3,066	2,774
Registration Violation	4,167	3,953
Equipment Violation	1,073	893
No Insurance	5,149	4,296
Reckless Driving	144	189
Red Light Running	1,648	1,260
Failure to Yield	973	984
All Other Citations	3,393	2,857
Warnings	16,792	16,448
Number of Stops	76,638	60,542

Three Limited Fixed Deliverable (LFD) grants were issued through the Joining Forces program. LFDs are issued to law enforcement agencies to contribute to police traffic enforcement activities. These LFDs included:

Sub-grant	Total Funded	Total Spent
LFD-2017-UNR-00012	\$10,000.00	\$9,690.00
LFD-2017-DCSO-00010	\$10,000.00	\$10,000.00
LFD-2017-HCSO-00011	\$10,000.00	\$10,000.00

LFD-2017-UNR-00012

This grant was awarded to purchase four (4) Lidar Units and two (2) Radar Units and to enhance UNRPD's ability to enforce speed violations on the roadways surrounding the university and community college campuses. The equipment enabled UNRPD to efficiently enforce speed violations on the roadways surrounding the university and community college campuses. Increased high visibility enforcement on and around the UNR campus and the Truckee Meadows Community College allowed the officers to reduce speed violators by issuing citations and educating drivers on the dangers of speeding in a motor vehicle.

LFD-2017-DCSO-00010

This grant was awarded for a Joining Forces agency to purchase Lidar equipment to address Speed violators in Douglas County.

LFD-2017-HCSO-00011

Humboldt County Sheriff's Office was able to cite speed violators with the addition of Stalker Radar and Lidar units. With the addition of FC10 Portable Breath Test Devices (PBTs), all Deputies used the devices on suspected DUI stops. The increased use of the devices enhanced the proficiency of the Deputies court testimony in validating objective signs of intoxication and aid in successful prosecution of DUI drivers.

TS-2017-NVOTS 658-00097—Nevada Office of Traffic Safety—Professional Development

Funding Sources: 402

Budget: \$10,000

Obligation Percentage Spent: \$9,404.35 94.04%

This project was a resource for the Office of Traffic Safety staff and Nevada traffic safety partners to attend or participate in conferences, training, courses, or similar events that further enhance their knowledge and skills to combat traffic fatalities and serious injuries. This project aims to provide continuing educational opportunities for OTS staff as well as its safety advocate partners to further combat motor vehicle fatalities and serious injuries on Nevada roadways.

TS-2017-NVOTS 658-00095—Nevada Office of Traffic Safety—Planning and Administration (P&A)

Funding Sources: 402

Budget: \$287,911

Obligation Percentage Spent: \$194,661.52 67.61%

This project provided the opportunity for Professional and Administrative staff of OTS to develop the Highway Safety Plan, award, authorizes, monitor and evaluate grant-funded projects. In order to accomplish the various tasks necessary to support grant activities, planning and administrative functions are performed as needed. Funding partially provides for the salaries of administrative support staff, the Highway Safety Coordinator, and Fiscal Officer, as well as in-state and out-of-state travel and operating costs for monitoring and ensuring full compliance with project requirements and/or support activities for successful implementation of the SHSP

and/or HSP. In addition, successful traffic safety programs incur direct costs that are necessary and which contribute to the success of projects and management of programs. During the process, TS-2017-NVOTS 658-00096 was absorbed by this grant.

TS-2017-NVOTS 658-00110—Nevada Office of Traffic Safety—Marketing & Media

Funding Source: NDOT

Budget: \$689,230

Obligation Percentage Spent: \$667,797.66 96.89%

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safe. Still, in 2016 an estimated 329 people were killed on the roads. Many of these fatalities can be directly traced to people choosing to not practice specific safety-driven behaviors while occupying the roadways. The threats to the public safety on the road are still present today, and even evolving with time and culture. Therefore, the need to educate the public about these dangers and about the virtues of making the right choices on the roads is more important than ever.

The goal for marketing and media in Nevada is to raise awareness of the need to change poor driver behavior and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. The Office of Traffic Safety (OTS) developed and published behavior-altering public traffic safety announcements and messaging that addressed: 1) impaired driving, 2) safety belt usage 3) pedestrian, 4) motorcycle safety, and 5) distracted driving, as well as other detrimental driving behaviors, in an effort to establish a downward trend in fatalities and serious injuries on Nevada's roadways. All campaigns are part of and support the State's Zero Fatalities mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada.

TS-2017-NVOTS 658-00128—Nevada Office of Traffic Safety— Traffic Safety Summit

Funding Sources: 402

Budget: \$30,000

Obligation Percentage Spent: \$30,000 100%

OTS partnered with the Nevada Department of Transportation to sponsor the Nevada Zero Fatalities Traffic Safety Summit. The Summit alternates between Reno and Las Vegas and included two and a half days of speakers, workshops, breakout sessions, a motorcycle forum, and vendor demonstrations. Attendees included private and public agencies, subgrantees, tribal representatives, local law enforcement and RTCs, insurance companies, and Nevada's SHSP partners and CEA team members. Attendance has grown annually with the 2016 Summit seeing over 250 in attendance. The costs of the Summit are shared with Nevada Department of Transportation.

TS-2017-NVOTS 658-00100—Nevada Office of Traffic Safety—Program Management: Police Traffic, Joining Forces, and Speed

Funding Source: 402, 405(b), 405(d)

Budget: \$108,206

Obligation Percentage Spent: \$81,565.80 75.38%

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provided funding for the management and operating costs for the DPS-OTS police traffic and speed programs in the FFY 2017 Highway Safety Plan.

TS-2017-NVOTS 658-00112—Nevada Office of Traffic Safety—HSP/Annual Report**Funding Source: 402****Budget: \$20,000****Obligation Percentage Spent: \$9,623.09 48.12%**

This project provided the necessary funding for two annual required documents.

1. The Highway Safety Plan - this plan must be developed in conjunction with the SHSP.
2. The Annual Report - this report is a compilation and evaluation of all of the projects funded and managed by the OTS.

The Highway Safety Plan is a compilation of the projects that the OTS will fund, conduct, oversee, and manage for the federal fiscal year.

The Annual Report is an evaluation and compilation of all the projects conducted and the outcomes related to those projects conducted in the prior year. OTS has achieved savings by utilizing staff resources for the primary work on these projects.

TS-2017-NVOTS 658-00113—Nevada Office of Traffic Safety—Law Enforcement Liaison (LEL)**Funding Source: 402****Budget: \$122,392****Obligation Percentage Spent: \$111,185.22 90.84%**

Two Law Enforcement Liaisons provided assistance and program management to the SHSO in implementing grant projects with law enforcement agencies statewide, including HVE but also other police traffic countermeasures. In 2016 OTS added a Law Enforcement Liaison to serve Southern Nevada and the Las Vegas metropolitan area. Nevada's size, population distribution, and distance between cities and towns contribute to the necessity of having Law Enforcement Liaisons that serve large regional areas, Northern and Southern.

TS-2017-NVOTS 658-00127—Nevada Office of Traffic Safety—Program Management: Strategic Planning Project**Funding Source: 402****Budget: \$40,000****Obligation Percentage Spent: \$32,352.20 80.88%**

This project funded consulting services through GHSA to support integrated strategic planning across all program areas. Traffic safety specialized consulting enabled Nevada OTS to implement new long and short term strategic plan development that included a consistent framework for all required and desired plans and allows OTS to identify appropriate programs and respond more proactively to needs. This fostered a "budget to plan" rather than "plan to budget" approach to building HSP activities.

TS-2017-NVOTS 658-00094—Nevada Office of Traffic Safety—Program Management: NDOT Administration**Funding Source: NDOT****Budget: \$75,000****Obligation Percentage Spent: \$61,237.49 81.65%**

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant awarded from the Nevada Department of Transportation provided funding for the management and operating costs for the DPS-OTS distracted driving, pedestrian safety, and lane departure efforts in the FFY 2017 Highway Safety Plan. These are monetary awards from NDOT to the DPS-Office of Traffic Safety to manage and conduct behavioral projects in conjunction with the State's Strategic Highway Safety Plan (SHSP) and its strategies.

TS-2017-DPS NHP-00050—Nevada Highway Patrol— Public Relations and Outreach

Funding Sources: NDOT

Budget: \$30,000

Obligation Percentage Spent: \$15,359.46 51.20%

This project was funded for the Nevada Highway Patrol to participate in outreach events statewide for FY17. NHP conducted public safety education and outreach events that align with media and priority traffic safety messaging using sworn officers and trained ambassadors. They work to enhance Pedestrian, Seat Belt, Impaired Driving, Distracted Driving, Motorcycle media campaigns and public education by partnering and conducting community outreach events.

During this timeframe, they participated in approximately 17 overtime (OT) grant funded events and educated and/or reached 7,050 people statewide. Many Nevada residents and residents of other states were able to meet and discuss traffic safety related questions with sworn officers of the NHP. The events focused on impaired and distracted driving, occupant restraint and child protective seats, pedestrian and bicycle safety including Zero Teen Fatality events. The troopers who worked these events gave out PI& E materials, conducted educational presentations and participated in car seat installation events.

PERFORMANCE MEASURE 4: UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL POSITIONS

Related Projects

TS-2017-NVOTS 658-00098—Nevada Office of Traffic Safety—Program Management-Occupant Protection

Funding Source: 402, 405(b)

Budget: \$135,437

Obligation Percentage Spent: \$122,495.67 90.40%

These grant funds supported the Nevada OTS Occupant Protection Program Manager, salary, training/travel, and indirect costs. The OP Program Manager administers grant funds, program activities, research, program evaluation, incentive grant requirements, etc. for adult and child OP programs statewide. The OP Program Manager will also evaluate programs and benchmark from other states' and NHTSA recommendations and best practices.

TS-2017-UNLV-00065—Board of Regents, Nevada System of Higher Education, obo UNLV—Observational Seat Belt Use Survey

Funding Source: 405(b)

Budget: \$88,915

Obligation Percentage Spent: \$88,177.98 99.17%

During the grant period, the observational seatbelt surveys were conducted, results analyzed, report compiled and submitted. The report included unweighted analysis on the seatbelt usage rate by driver and passenger, age groups, Nevada only vehicles, vehicle types, ethnicity and classification by streets and counties. The Transportation Research Center (TRC) of the University of Nevada, Las Vegas (UNLV) conducted the observational surveys according to the Uniform Criteria for State Observational Surveys of Seat Belt Use. UNLV has conducted this survey for OTS for the last several years. They adhere to all the federal guidelines and requirements.

See projects **TS-2017-NVOTS 658-00119**, **TS-2017-NVOTS 658-00110**, **TS-2017-NVOTS 658-00128** and **TS-2017-DPS NHP-00050** in Performance Measure 1.

PERFORMANCE MEASURE 5: FATALITIES INVOLVING A DRIVER OR RIDER WITH A BAC OF .08 OR ABOVE

Related Projects

TS-2017-NVOTS 658-00099—Nevada Office of Traffic Safety—Program Management: Impaired Driving

Funding Source: 402, 405(d)

Budget: \$155,782

Obligation Percentage Spent: \$137,998.54 88.58%

These funds supported the Nevada OTS Impaired Driving Program Manager, salary, training/travel, and indirect costs. Impaired Driving Program Manager administers grant funds, program activities, research, program evaluation, incentive grant requirements, etc. to address impaired driving issues statewide. The Impaired Driving Program Manager also evaluates programs and benchmark other states' and NHTSA recommendations and best practices.

TS-2017-AOG-00088—Office of the Attorney General—Impaired Driving: Updating the Enforcement Response

Funding Source: 405(d)

Budget: \$109,790

Obligation Percentage Spent: \$106,059.42 96.6%

This grant funded the Traffic Safety Resource Prosecutor (TSRP) position to enhance the ability of Nevada prosecutors to effectively evaluate and prosecute DUI and DUI-related vehicular homicide cases. The TSRP provided specialized DUI prosecution training to Nevada's 15 rural jurisdictions which vary widely in population and resources affecting consistent DUI prosecution measures. All objectives of the grant were for the TSRP to provide technical assistance and training targeted to alcohol and drug impaired driving offense prosecutors.

The first year of this program was successful in developing contacts, analyzing the needs of the state and developing effective presentations. The TSRP provided training to all 17 counties in the State, with 90% receiving two training opportunities. Total numbers trained during these visits: 92 prosecutors, 253 law enforcement, 70 others, 415 in all. The 'other' category included casino security officers, social services, administrators, a forensic scientist, game wardens and the State Medical Officer.

The TSRP offered direct technical assistance to prosecutors, although only one prosecutor specifically reached out for case assistance. Several others had lengthy conversations regarding cross-agency communication and tools used to strengthen prosecution. The program encourages local communication, use of local resources and working within the community as a best practice in working cases of impaired driving.

The TSRP made presentations to 84 prosecutors at the Attorney General's Annual Prosecutors' Conference and to 250 attendees of the Drug Impaired Driving Summit on the challenges of marijuana impaired driving. The TSRP also delivered presentations to Legislators, Health and Human Services personnel and the Department of Taxation to broaden their understanding of the issue. Those agencies were involved in the development of rules and regulations for now legalized recreational marijuana in Nevada.

TS-2017-NVOTS- 658-00118—Nevada Office of Traffic Safety—DPS Training Division: ARIDE**Funding Source: 405(d)****Budget: \$5,000****Obligation Percentage Spent: \$3,147.96 62.96%**

Funding for this project provided for the purchase of ARIDE manuals and/or flash drives with the ARIDE manual. There were 200 ARIDE manuals purchased as well as 40 flash drives. The funding also allowed for a sponsorship of an ARIDE class at the National Sheriff's Association annual conference. There were 183 officers trained in ARIDE. There were also a few prosecuting attorney's trained. This project has been rolled into an umbrella impaired driving grant. The grant will include Drug Recognition Expert (DRE) training and ARIDE training. The impaired driving grant will also include reference materials for trained officers as well as educational opportunities.

TS-2017-LVMPD-00007—Las Vegas Metropolitan Police Department—DUI Van Program**Funding Source: 405(d)****Budget: \$80,000****Obligation Percentage Spent: \$80,000 100%**

The project funded overtime for officers assigned to the DUI Van and/or patrol vehicle enabling LVMPD to process DUI arrests in a mobile environment at DUI checkpoints, high profile special events, and with Traffic Bureau DUI enforcement. The DUI saturation enforcement officers assist with crashes, utilize the evidentiary Intoxilyzer for impaired drivers, assist with obtaining search warrants for impaired drivers who refused to voluntarily submit to evidentiary tests, hold and transport offenders to jail.

Checkpoints, van deployments, and saturation events were scheduled around holidays and major events held in the Las Vegas area including America's Party on New Year's Eve and New Years Day, Super Bowl Sunday, Nellis Air Show, LV Rock n Roll Marathon, NASCAR race weekend, St Patrick's day, Cinco de Mayo, Electric Daisy Carnival, Memorial Day, Independence Day, Labor Day, NV Day, Halloween, and Veteran's Day.

LVMPD's DUI vans assisted with 5 DUI checkpoints and multiple monthly impaired driving saturation events processing the arrest of 218 impaired drivers. Transporting impaired drivers to different jail facilities and conducting DUI enforcement led to an additional 13 impaired driving arrests, for a total of 231 impaired driving arrests. Officers also issued citations for collision causing violations during this proactive enforcement.

The vans and officers were deployed for numerous school and community events to promote public safety and heighten community awareness of the perils of impaired driving. Events included Law Enforcement Appreciation day, National Night Out, NV Moves, Every 15 Minutes programs, Career on Wheels, Bike to School, Special Olympics, Touch a Truck, Home Town Heroes, Trunk r Treat, and Marc Kahre day. They also participated in the filming of public service announcements and press releases. Several safety events were held with local businesses where classes were taught about the dangers of impaired driving.

TS-2017-Nye Comm-00022—Nye Communities Coalition—Impaired Driving Prevention**Funding Source: 405(d)****Budget: \$36,000****Obligation Percentage Spent: \$28,974.36 80.48%**

This grant primarily funded a portion of staff time in efforts to increase awareness of the risks of alcohol/ drug impaired driving or riding with an impaired driver, and decreasing underage drinking in six counties. Nye Community Coalition (NyECC) used public health approaches to provide education and prevention strategies to change risky behaviors that involve on alcohol, tobacco, drug use, and underage drinking. Committees in Tonopah, Lincoln and Pahrump collaborated with community stakeholders to develop strategies in effectively

addressing impaired driving through grass-roots, community-level change. NyECC coordinates with Nye County Law Enforcement as well as Lincoln County Law Enforcement to set regularly scheduled alcohol compliance checks to help keep alcohol away from underage youth. In that effort the program supports multiple alcohol, tobacco and drug free events for youth.

NyECC used communications and outreach strategies to educate and change positive social norms in an attempt to make driving while impaired unacceptable. To educate the communities there were 36,623 reaches in regards to information dissemination between meetings, community events, newsletters and social media outlets in regard to both drunk and drugged, or otherwise referred to as medicated driving. Coalition staff attended multiple health fairs, community-based meetings and school events to provide education and awareness about the dangers of impaired driving.

PACE servicing Elko, Lincoln and White Pine Counties provided server/seller education to 51 people in their community and works with the business community to provide ID checks for the monthly local bar crawl "Passport to Spirits". PACE also provides activities similar to those of NyECC.

TS-2017-DPS NHP-00031—DPS-Nevada Highway Patrol—DUI Enforcement Saturation Patrols

Funding Source: 405(d)

Budget: \$200,000

Obligation Percentage Spent: \$199,962.16, 99.98%

The project funded overtime for NHP officers assigned to DUI saturation/enforcement, high profile special events and holidays typically known to have an increase in impaired driving incidents. Removing impaired drivers from the Nevada's roadways improves public safety. NHP advises the public of saturation activities through Social Media.

NHP's grant funded DUI saturation teams were deployed statewide during the project period. With 6,793 traffic stops, there were 275 DUI arrests in total; Southern Command made 166 DUI arrests, Northern Command West made 98 DUI arrests and Northern Command East made 11 DUI arrests. The majority of citations were for other moving and non-moving violations, including 1,975 speeding which can be a factor in impaired driving behavior. Northern Command East only scheduled overtime patrols during 6 of the 12 months of the grant.

During the 2016 DUI Enforcement Saturation Patrol grant period, NHP made 486 DUI arrests. Significant challenges during this grant period led to the reduction of the anticipated goal of DUI arrests, such as the 2016 presidential campaign which brought all candidates to the state of Nevada in the Las Vegas and Reno areas on multiple occasions. The weather in the north played a large role, preventing participation during several months. The Las Vegas area project Neon initiative started which is a massive five year roadway improvement construction program which required that those assignments be filled with personnel before filling overtime for DUI enforcement assignments.

TS-2017-Frontier Community Coalition-00032—Tri-County Impaired Driving Awareness Program

Funding Source: 405(d)

Budget: \$16,000

Obligation Percentage Spent: \$7,103.64 44.39%

This grant primarily funded a portion of staff time in efforts to increase awareness of the risks of alcohol/ drug impaired driving or riding with an impaired driver, and decreasing underage drinking. Frontier Community Coalition (FCC) uses public health approaches as it partners with other agencies in Pershing, Humboldt and Lander Counties using education and prevention strategies to change risky behaviors that involve impaired driving.

FCC used communications and outreach strategies to educate and change positive social norms in an attempt to make driving while impaired unacceptable. This included 30 media spots run this year via newsprint or TV advertising and 24 Local Community Coalition meetings with an average attendance of 24 people per meeting, with a total attendance of 571 for the year. There were six school events serving 2667 students, including "Every 15 minutes" program, Drug and Alcohol Free poster contest, Drug free life motivational speakers, a "Multi-Media" Presentation, a "DUI Scenario" and FCC contract with Winnemucca Police Department to conduct 'The Truth about Drugs' in all three counties. FCC used the "Fatal Vision" program at 8 community events serving 2,126 people to educate community members of the dangers of drinking and driving.

FCC conducted six "Responsible Beverage Service" trainings and partnered with Law Enforcement to conduct Alcohol Vendor Compliance Checks.

TS-2017-LVJC-00039—Las Vegas Justice Courts—Las Vegas Justice DUI Court

Funding Source: 405(d)

Budget: \$68,000

Obligation Percentage Spent: \$68,000.00, 100%

Misdemeanor DUI defendants are ordered into the program through court negotiations followed by an evaluation process. 98% of the evaluations are diagnosed with a minimum of "Alcohol Use Disorder-Moderate" and are eligible to participate in the DUI court program. The program follows the 10 Key Components of the National Association of Drug Court Professionals (NADCP). The goal is to lower recidivism rates by providing access to treatment services, court supervision and requiring accountability from program participants through the use of alcohol/drug monitoring technology, random observed alcohol/drug testing, house arrest and the use of timely and appropriate sanctions for non-compliance. Referrals are made for substance abuse and mental health disorders, housing, continuing education, and job referral/training. Referrals increased from seven per month to 18 per month.

Weekly meetings with the treatment team, consisting of the Judge, Coordinator, treatment providers, District Attorney, Public Defender and SCRAM monitoring agency are effective in addressing underlying alcohol dependency. The program addresses impaired drivers at the misdemeanor level rather than waiting until there is a serious injury or fatality.

The team attended the NADCP Drug Court Conference which included beneficial training on breath interlock devices.

The Nevada Supreme Court's DCCM program (case management database) is invaluable in recording keeping and simplifies reporting statistics to OTS. The DUI Specialty Court Coordinator managed 143 cases during the project period. Program participants increased from 90 at the beginning of the project to 140 participants at the end of the grant period with an average number of 5.24 new participants enrolled per month. Drug and alcohol evaluations increased from eight per month to 20 per month. There were 68 program graduates and 61 new participants. The program retention rate for the current grant period is 99%. Terminations from the program decreased this year down to three, including one death and one with medical issues. Two participants were transferred to Drug Court. Recidivism over a ten year period remains at 10%. Recidivism during the 2017 grant period is zero.

An increase in program participation can be attributed to the fact that the Coordinator has a presence in the sentencing court and has active communication with attorneys to gain support and commitment to working with the court. The Program expanded its outreach efforts by emailing program brochures explaining the

benefits of the DUI Treatment Court Program to private attorneys and the Public Defenders.

TS-2017-LVMPD-00040—Las Vegas Metropolitan Police Department—DUI Enforcement

Funding Source: 405(d)

Budget: \$101,680

Obligation Percentage Spent: \$101,680.00, 100%

The project funded overtime for Traffic Bureau officers assigned to DUI saturation/enforcement, high profile special events and holidays typically known to have an increase in impaired driving incidents. Removing impaired drivers from the Las Vegas roadways improves public safety. LVMPD advises the public of saturation activities through Social Media.

LVMPD's DUI saturation teams were deployed in the Las Vegas area on at least 35 occasions and often in conjunction with the DUI Van. The grant funded DUI enforcement resulted in over 135 DUI arrests. This was the first year for the DUI enforcement grant so the DUI arrests will be used as a benchmark for future DUI enforcement grant projects. Officers also issued citations for collision causing violations during this proactive enforcement, and obtained search warrants when drivers refused to submit to evidentiary testing.

High profile saturation events were scheduled for the Nellis Air Show, LV Rock n Roll Marathon, NASCAR race weekend, Electric Daisy Carnival, Memorial Day, Independence Day, Labor Day, NV Day, and Veteran's Day. Officers and supervisors used their knowledge, historical crash data, and public outcry to determine the best areas to work. Over 430 hours of non-grant funded (matching funds) were spent by LVMPD to staff impaired driving saturation. This, combined with grant funds resulted in over 1,863 hours of LVMPD Traffic Officers on Las Vegas roadways, preventing and arresting impaired drivers

One grant objective was to reduce DUI related fatal collisions from 26 to 21. Sadly, there were 56 fatality collisions involving an impaired driver in LVMPD's jurisdiction. In reality the number of fatalities is outside of the control of law enforcement, however they can increase patrols and DUI arrests.

TS-2017-CC District Court-00048—Carson City District Court—Felony DUI Court

Funding Source: 405(d)

Budget: \$35,000.00

Obligation Percentage Spent: \$35,000.00, 100%

The project partially funded the DUI Case Manager for the Western Regional-Carson City DUI Court, Misdemeanor Treatment Court (MTC) and the Mental Health Court (MHC) to deliver a treatment program to address both the criminal offense and substance abuse/dependency of those convicted of DUI offenses. The Case Manager is an integral part of the multidisciplinary team consisting of a judge, defense and prosecutorial council, court staff, and community treatment providers who review each participant's progress prior to court appearances. The program adheres to the 10 Guiding Principles of DWI Courts, created by the National Center for DWI Courts.

The Felony DUI Court program, available to anyone charged with a 3rd DUI, had 18 active participants at the end of grant period, 7 graduates, 1 discharge due to non-compliance, 5 transfers to another jurisdiction and 1 death. They doubled last year's admissions with 13 participants entering the program this year.

The Misdemeanor Treatment Court for 2nd DUI offenders had 49 new admissions which was down from 2016 as they are focusing more on the high risk, high need individuals. After referral, participants received a substance abuse evaluation and/or a mental health evaluation to determine eligibility. There were 24 discharges due to non-compliance and 7 voluntary withdrawals. MTC collaborates with and shares case management resources

with the Carson City Mental Health court in order to provide supervision to all misdemeanor participants. There were 2 DUI cases participating in the MHC. For the reporting year there were 43 new admits, 24 discharges, 0 transfers and 16 graduates.

Participants are tested using the highly effective random Color Code system for identifying drug and/or alcohol use in participants. In 2017 the program increased drug and alcohol tests throughout all specialty courts to remain in compliance with Specialty Court best practices to include a 40% increase for Felony DUI Court, 31% increase for MTC, and a 47% increase for MHC. The Carson City DUI Court Program utilizes the SCRAM alcohol monitoring/house arrest equipment to enforce the 180 day house arrest requirement of the program, and 10 participants have ignition interlock devices. Most interlocks are equipped with a camera as to confirm it is the correct person using the device.

TS-2017-WC 2nd Jud Ct-00051—Washoe County Second Judicial District Court—Felony DUI Court

Funding Source: 405(d)

Budget: \$20,000

Obligation Percentage Spent: \$20,000.00, 100%

The project partially funded the Program Coordinator position for the Second Judicial District Court's Felony DUI Court. The objective is to deliver a treatment program to address both the criminal offense and a defendant's substance abuse utilizing the consequences of criminal sanctions to encourage program completion. The program reduces alcohol and other drug use related to DUI behavior through therapeutic interventions and judicial supervision to improve personal functioning and community safety. The program adheres to the Ten Guiding Principles of DWI Courts, created by the National Center for DWI Courts. To help unemployed participants with the challenge of program costs, the program utilizes resources from a local bank to conduct monthly budgeting sessions as well as local employment resources that include temp work or temp to hire arrangements.

The Felony DUI Court program continued to experience successes this year with a 58% increase in new admissions from last year (29 to 46). An increase in criminal processing throughout the District Court as well as ongoing education to stakeholders about the program and how prospective candidates can benefit from its services helped expand the program. There were 109 active participants on Oct. 1, 2016 and 117 participants at the end of grant period. The number has remained steady over the past few years, only fluctuating within +/-10 participants. There were 37 participants discharged from the program which included 21 graduates, 2 removed for noncompliance, 2 obtained new offenses, 3 were transferred to another jurisdiction, 4 absconded, and 5 voluntarily withdrew. Since its inception in 2008, the program has successfully completed 285 participants for an average of over 28 graduates each year.

There was a 50% reduction in DUI-related new offenses of participants. Program success was accomplished through the hard work of the multidisciplinary team consisting of a judge, defense and prosecutorial council, court staff, and community treatment providers. Other key stakeholders include ignition interlock, SCRAM and house arrest providers, and the local self-help meeting community. Other notable accomplishments this year included transferring in-house drug testing to the local contracted testing provider and expanding available resources for vocational and academic development opportunities. The program has strong partnerships with 4 interlock providers and regularly reviews monitoring reports for 22 participants.

TS-2017-RJC-00070—Reno Justice Court—Washoe County Sober24

Funding Source: 405(d)

Budget: \$45,000

Obligation Percentage Spent: \$45,000.00 100%

This is the second Federal Fiscal Year (FFY) this project has been funded by the Office of Traffic Safety (OTS). During the 2017 grant cycle the Washoe County Department of Alternative Sentencing (WCDAS) was able to complete the hiring of a Program Manager and employees to complete sobriety testing of clients in the program. The Sober 24 program continues to test clients twice daily seven days a week for alcohol and random drug testing that averages to two and a half times per week. One thousand drug testing kits were also purchased with the funding during the grant cycle.

The program results are very encouraging. During this grant cycle there was 39,090 Preliminary Breath Tests (PBT's) administered with a success rate of 99.74%. There were 28,265 drug tests administered with a success rate of 94.38%. As of September 30, 2017 there were 743 clients participating in the program.

TS-2017-NVOTS 658-00104— Nevada Office of Traffic Safety — Professional Development for Judges and Prosecutors

Funding Source: 405(d)

Budget: \$20,000

Obligation Percentage Spent: \$2,419.49 12.09%

This is an ongoing project providing funds available to Nevada's prosecutors, judges, and Traffic Safety Resource Prosecutors (TSRP) for travel and related expenses to attend conferences, seminars and workshops that address critical areas of prosecuting and adjudicating alcohol and drug-impaired driving cases.

The project is dependent on outside requests for funding assistance for training opportunities. There was a great deal of effort in networking with stakeholders to increase awareness of the training opportunities provided with this grant. Activities included working with the AG's Office and the Administrative Office of the Courts (AOC). There were two requests for training from prosecutors and the TSRP, however scheduling conflicts prevented their attendance.

There was a request for training from one of Nevada's Forensic Analyst of Alcohol to attend the AIIPA (Association of Ignition Interlock Program Administrators) Annual conference to prepare for a stronger all-offender ignition interlock law passed in 2017.

Effective conviction of alcohol and drug impaired driving must be addressed through specialized education and training for prosecutors and judges to better understand the nature and degree of traffic safety risk posed by impaired drivers.

See projects **TS-2017-NVOTS 658-00119, TS-2017-NVOTS 658-00110, TS-2017-NVOTS 658-00100, TS-2017-NVOTS 658-00128, TS-2017-NVOTS 658-00113** and **TS-2017-DPS NHP-00050** in Performance Measure 1.

PERFORMANCE MEASURE 6: SPEEDING RELATED FATALITIES

Related Projects

TS-2017-NVOTS 658-00103—Nevada Office of Traffic Safety—Fixed Deliverables

Funding Source: 402

This project provided the master funding for various Limited Fixed Deliverable (LFD) grants applied for and awarded throughout the FFY2017 year. There is no early deadline to apply for these funds, until the money has all been awarded out for the year. Seven sub-grants were awarded through this master LFD. All purchases were made during the grant period.

Sub-grant	Total Funded	Total Spent
LFD-2017-BCPD-00004	\$5,000.00	\$5,000.00
LFD-2017-CCSO-00003	\$20,650.00	\$19,475.00
LFD-2017-DPS NHP-00019	\$5,000.00	\$5,000.00
LFD-2017-NLVPD-00032	\$4,891.00	\$4,891.00
LFD-2017-RPD-00042	\$1,900.00	\$1,828.00
LFD-2017-RPD-00046	\$2,450.00	\$2,450.00
LFD-2017-SPD-00015	\$2,312.00	\$2,312.00

LFD-2017-BCPD-00004

The goal of this project was to purchase 4 LIDAR speed detection devices, train officers in their use and utilize the devices for speed zone enforcement.

LFD-2017-CCSO-00003

The Carson City Sheriff's Office (CCSO) purchased Lidar and placed them into service for speed enforcement.

LFD-2017-DPS NHP-00019

The goal of this project was to purchase 3 LIDAR speed detection devices, train officers in their use and utilize the devices for speed zone enforcement.

LFD-2017-NLVPD-00032

The goal of this project was to purchase and install 2 Stalker moving radar units on police motorcycles in order to conduct high visibility speed enforcement, during regular time and overtime enforcement activities.

LFD-2017-RPD-00042

This funding provided for the purchase two Scout Radars from Decatur Electronics. The radars were purchased and assigned to officers for speed detection and speed enforcement.

LFD-2017-RPD-00046

This funding provided for the purchase seven Draeger 5510 PBT's. The PBT's were purchased and assigned to officers for impaired driving enforcement.

LFD-2017-SPD-00015

This funding provided to the Sparks Police Department for the purchase of eight Lifeloc PBT's. The PBT's were purchased and assigned to officers for impaired driving enforcement.

See projects **TS-2017-NVOTS 658-00119**, **TS-2017-NVOTS 658-00110**, **TS-2017-NVOTS 658-00100**, **TS-2017-NVOTS 658-00128**, **TS-2017-NVOTS 658-00113** and **TS-2017-DPS NHP-00050** in Performance Measure 1.

PERFORMANCE MEASURE 7: NUMBER OF MOTORCYCLIST FATALITIES

Related Projects

Related Projects

TS-2017-NVOTS-00093—Nevada Office of Traffic Safety—Program Management: Motorcycle

Funding Source: 405(f)

Budget: \$103,083

Obligation Percentage Spent: \$7,527.29 7.30%

This grant project provided funding for the management and operating costs for the DPS-OTS motorcycle safety program in the FFY 2017 Highway Safety Plan. This grant provided funding for direct program management and direct costs incurred for the MC program by professional and administrative staff that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of projects within all program areas.

See projects **TS-2017-NVOTS 658-00119, TS-2017-NVOTS 658-00110, TS-2017-NVOTS 658-00100, TS-2017-NVOTS 658-00128, TS-2017-NVOTS 658-00113** and **TS-2017-DPS NHP-00050** in Performance Measure 1.

PERFORMANCE MEASURE 8: UNHELMETED MOTORCYCLIST FATALITIES

Related Projects

See projects **TS-2017-NVOTS 658-00119, TS-2017-NVOTS 658-00110, TS-2017-NVOTS 658-00100, TS-2017-NVOTS 658-00128, TS-2017-NVOTS 658-00113** and **TS-2017-DPS NHP-00050** in Performance Measure 1.

PERFORMANCE MEASURE 9: DRIVERS AGE 20 OR YOUNGER IN FATAL CRASHES

Related Projects

TS-2017-NVOTS 658-00111—Nevada Office of Traffic Safety— ‘Zero teen Fatalities’ Program Management

Funding Source: NDOT

Budget: \$140,000

Obligation Percentage Spent: \$119,754.83 85.54%

This program provided outreach and education to hundreds, if not thousands of teen drivers throughout Nevada to increase their awareness of dangerous driving habits and to improve their driving skills. Historically, this program had been managed by one program manager located in Northern Nevada; however, in June 2016, the agency was able to hire a second program manager to focus more outreach and education efforts in the southern region.

TS-2017-NVOTS 658-00121—Nevada Office of Traffic Safety— ‘Zero teen Fatalities’ Program

Funding Source: NDOT

Budget: \$107,560

Obligation Percentage Spent: \$83,250.24 77.40%

Zero Teen Fatalities increases awareness of the impact of seatbelt usage and the dangers of impaired and distracted driving, as well as speeding and aggressive driving, which are all critical safety issues for this age group. This program also addresses the importance of pedestrian safety and the rising fatality rate for pedestrians in Nevada.

During FY17 14,460 teens and parents have “Joined the Cause” in the program. With ZtF staff at 120 schools giving 156 presentations to 6,752 teens. (This is a decrease from 2016 due to not presenting in an “assembly” style event. We feel we are getting a better result utilizing smaller venues to better engage millennials) Even in the infancy of the program rebrand and restructure, there has been life-saving success—Teen fatalities dropped 37% during 2016 in Nevada, and a 292% increase in teen participation in the program. Overall program has grown based on schools’ needs and positive reception from school administrations and teachers, parents and teens. The Office of Traffic Safety was invited to share program successes at the 2017 Strategic Communications Forum, a nationally recognized traffic safety conference.

For 2017 Zero Teen Fatalities brought Nevada’s D.R.I.V.E. program under its wing to pilot this program’s development statewide. D.R.I.V.E. (Driving Responsibly Includes Vehicle Education). The D.R.I.V.E. Program is a driver’s safety course designed by NHP Troopers to be used in conjunction with NV juvenile courts. The course educates juveniles that have received a traffic citation or have been involved in a vehicle crash using educational videos, pictures and real-life stories shared by the troopers. The program addresses the “7 critical emphasis areas” from the NV Strategic Highway Safety Plan.

TS-2017-Drivers Edge-00076—The Payne Foundation, Inc.—Driver’s Edge Teen Safe Driving Program

Funding Source: NDOT

Budget: \$258,210

Obligation Percentage Spent: \$256,812.10 99.46%

Driver’s Edge conducts a free educational program for young drivers (aged 15-21) that teaches real life emergency avoidance and response techniques and overall driver safety. Edge is taught through a unique

combination of behind the wheel and classroom experiences.

During the grant year Driver's Edge educated 2,767 young drivers and had a total attendance (students and parents) of 5,373.

Driver's Edge exceeded their Objective/Activity of educating 2,400 young drivers by 15%, also exceeded other Objectives and Activities including: Exceeding their stated activity (1,440 parents) by 81%. Driver's Edge had 2,606 parents attend.

TS-2017-BGCSNV-00045—The Boys and Girls Club of Southern Nevada—Automobile Life Skills Training

Funding Source: 402

Budget: \$31,000

Obligation Percentage Spent: \$4,519.72 14.57%

Automotive Life Skills Auto Safety and Car Care Clinics conducted 5 events during the 2017 grant cycle. During the grant year Automotive Life Skills Auto Safety and Car Care Clinics educated 233 young drivers and their parents. Automotive Life Skills Auto Safety and Car Care Clinics did not reach its goals or objectives. The program struggled to secure law enforcement participation and guest speaker involvement.

This project was a pilot program that was never implemented to its fullest. Communication difficulties between the sub grantee and the sub-sub grantee were never resolved and continued until the grant was cancelled. Zero Teen Fatalities adopted the basic idea of Automotive Life Skills Auto Safety and Car Care Clinics and created the "Cars & Cops" program. This program was reduced in time from 4 hours to 90 minutes to better fit scheduling restrictions.

PERFORMANCE MEASURE 10: PEDESTRIAN FATALITIES

Related Projects

TS-2017-RPD-00061—Reno Police Department—Reno PD Pedestrian Safety Program

Funding Source: 402 (New Pedestrian Funds)

Budget: \$31,433

Obligation Percentage Spent: \$30,442.86 96.85%

This grant was awarded to conduct specific enforcement events covering Pedestrian Safety in the Reno area. A total of 532.50 man hours contributed to this grant resulting in: Citations – 589 Warnings - 228

Total Drivers at Fault - 332

Total Pedestrian At Fault - 100

Total Arrests made - 10

Total School Visits - 2

TS-2017-UNR-00024—Board of Regents, Nevada System of Higher Education, obo UNR—Pedestrian Safety Project

Funding Source: 402

Budget: \$29,566

Obligation Percentage Spent: \$25,213 85.28%

This project was to address pedestrian safety, including distracted walking, driving and other traffic safety issues on and around the University of Nevada, Reno (UNR) campus, through public awareness and enforcement campaigns. With a reduced budget, they were unable to produce new PSAs, but effectively aired past PSAs, far exceeding the goal to reach 300,000 viewers by reaching more than 456,399 viewers (on-campus viewer numbers are not available). Increasing the interaction on social media continued to be a challenge this year, finding the student association is able to post messages with themes and language that they, as representatives of the police department, are unable to post. With that said, they nearly doubled the number of followers to 117 at the end of the grant project.

TS-2017-NLVPD-00013—North Las Vegas Police Department—Traffic Safety “Pedestrian Safety, Awareness and Education Program”

Funding Sources: 402, 405(h)

Budget: \$58,968

Obligation Percentage Spent: \$58,968 100%

Officers met with faculty and students from some charter and private schools in addition to public elementary schools. Saturation patrols & officers crossing at mid-block marked crosswalks were the types of enforcement used. It was found that more pedestrians were at fault as compared to motorists with regard to serious injury and fatality crashes. Enforcement activities were done in conjunction with educationally focused media releases and educational assemblies.

Thirty (30) Educational Assemblies were held at eleven (11) different Elementary Schools. Each assembly was conducted & focused toward K-2, and 3-5 grades. The pedestrian safety awareness education campaign, Stop, Look and Listen, (SLL) is the highlight of NLVPD's education element for this grant. It consists of using uniformed police officers delivering SLL education to the city's elementary school children, highlighting the importance of automobile and pedestrian safety. The program provided instruction to students at NLV elementary schools on how to safely cross the street. As part of the curriculum, they learn a) what a crosswalk is, b) how to use a

crosswalk, and c) how to Stop before stepping out into the street; Look left, then right, then left again, and to listen for cars and other sounds such as screeching tires and car horns. Stop, Look and Listen is designed to keep these young children interested in learning about pedestrian safety by utilizing colorful graphics such as traffic light simulators and by keeping the educational presentation to approximately 1 hour. It is evident, from feedback received; that the presentations are well received and appreciated.

Eight (8) Pedestrian Enforcement events were conducted, focusing on drivers failing to yield to pedestrians as well as pedestrians unlawfully crossing the Roadway. The majority of the enforcement efforts were conducted on dates and times and at specific locations where children would be walking to/from school. In conjunction with the enforcement efforts, local media was also used in an effort to educate drivers to pay attention to their driving behaviors, specifically while in and around school zones.

TS-2017-UNLV-00068—Board of Regents, Nevada System of Higher Education, obo UNLV—Vulnerable Road Users Project 2017

Funding Sources: 402, 405(h)

Budget: \$120,000

Obligation Percentage Spent: \$102,216 85%

This program provides a multi-level solution to pedestrian and bicyclist fatalities through education and awareness via committees and media outreach to bring awareness to the dangers affecting pedestrian and bicyclist safety. Goals were to educate road users and decision makers; and reduce pedestrian fatalities by 5%. As reported by the grantee, "the overarching goal of reducing pedestrian fatalities and critical injuries in FY 17 failed miserably." In Clark County, the pedestrian fatalities increased approximately 48% from 2016, while overall traffic fatalities in Clark County dropped approximately 6% from 2016.

A lot of energy was consumed in trying to change how streets are built; trying to influence those who plan, design & build streets. While engineering is important, it's years down the road. More focus needs to be on roadway users & what can be done today.

Those involved with this grant take credit for making a difference with the City of Las Vegas, the RTC and NDOT. Several streets received pedestrian upgrades such as additional/better lighting, additional sidewalks and crosswalks, speed limit reductions, pedestrian fencing, lane width reductions, and shade structure installations at signals. A lot of effort was spent spreading the Vision Zero program, some agencies were interested and others not.

Community events included: providing hundreds of helmets to community youth; presentations at elementary schools; Spring Break Week and Zero Fatalities for Children week for Bike /Bus Safety, Booster Seat/Seat Belt Safety, Pedestrian Safety and Teen Driver safety; giving away hundreds of Twinkle Treat Baskets; Don't be a Fool, Light Yourself up at Night & parade; participated in unity for holidays, to respond to violence, and back to school events with COP units; an event with Zappos and several with Boulevard Mall.

Pedestrian class was offered three times per month to pedestrians/drivers who have received a pedestrian related citation. It's reported that attendance was about 25 people per class, with 85% being pedestrians. CTSR will create a new evaluation that includes a pre and posttest, and will conduct a six month follow up.

**TS-2017-NVOTS 658-00102—DPS-Office of Traffic Safety—Program Management: Pedestrian/
Distracted/Communications Programs**

Funding Source: 402

Budget: \$121,066

Obligation Percentage Spent: \$119,314.17 98.55%

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provided partial funding for the management and operating costs for the DPS-OTS distracted driving, pedestrian, and/or communications programs in the FFY 2017 Highway Safety Plan. This may also include NDOT's Highway Safety Improvement Plan (HSIP) monetary awards to the DPS-Office of Traffic Safety (in conjunction with the State's Strategic Highway Safety Plan (SHSP)).

See projects **TS-2017-NVOTS 658-00119, TS-2017-NVOTS 658-00110, TS-2017-NVOTS 658-00100, TS-2017-NVOTS 658-00128, TS-2017-NVOTS 658-00113** and **TS-2017-DPS NHP-00050** in Performance Measure 1.

PERFORMANCE MEASURE 11: TRAFFIC RECORDS

Related Projects

TS-2017-NVOTS 658-00101—Nevada Office of Traffic Safety—Program Management: Traffic Records

Funding Source: 402, 405(c)

Budget: \$120,912

Obligation Percentage Spent: \$69,835 57.75%

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provided funding for the management and operating costs for the DPS-OTS Traffic Records and Nevada Citation & Accident Tracking System (NCATS) Modernization programs in the FFY 2017 Highway Safety Plan.

TS-2017-NVOTS 658-00122—Nevada Office of Traffic Safety—Traffic Records Coordinating Committee (TRCC)

Funding Source: 402

Budget: \$5,000

Obligation Percentage Spent: \$1,401.40 28.03%

The FAST Act requires states to maintain a Traffic Records Coordinating Committee (TRCC) at the executive and technical level to qualify for federal funding for traffic records. This project provided funding for TRCC member agency representatives’ travel to and from meetings and any other expenses related to those meetings.

TS-2017-NVOTS 658-00137—Nevada Office of Traffic Safety—Traffic Records Coordinating Committee (TRCC)

Funding Source: 405(c)

Budget: \$50,000

Obligation Percentage Spent: \$38,271.55 76.54%

The Service Provider conducted bi-monthly meetings with the TRCC members as a group, surpassing the previous MAP-21 and current FAST Act requirements of three meetings per fiscal year. Additionally, it revamped the current TRCC Charter, continued with recording the meeting minutes and forecast future meeting dates, though not required by the FAST Act. Using the Charter as a guideline and the recommended Best Practices with references to the issues discovered in the 2015 Nevada TRCC Assessment to make improvements to the Nevada overall data collection for its databases.

TS-2017-NVOTS 658-00124—Nevada Office of Traffic Safety—Traffic Records Fixed Deliverables

Funding Source: 405(c)

This funding was provided as the master grant for Limited Fixed Deliverables (LFD) for law enforcement agencies to implement electronic citations and crash reports. The crash reports are then captured electronically in the statewide database. There were no claims for this grant. Claims and payment were accomplished through each individual LFD.

Sub-grant	Total Funded	Total Spent
LFD-2017-Elko PD-00009	\$38,705.00	\$38,705.00
LFD-2017-FPST-00053	\$19,810.00	\$19,792.37
LFD-2017-HPD-00008	\$244,046.00	\$244,046.00
LFD-2017-PCSO-00006	\$35,430.00	\$35,430.00
LFD-2017-RTAA-00007	\$12,913.00	\$12,913.00

LFD-2017-StCSO-00014	\$38,958.00	\$38,958.00
LFD-2017-CCSO-00003	\$14,175.00	\$13,000.00

LFD-2017-Elko PD-00009

This funding provided to Pershing County Sheriff’s Office for the purchase of 15 TC70 ticket writers to submit citations and traffic crashes electronically. The equipment has been purchased, training completed, and is in service.

LFD-2017-FPST-00053

This funding provided to Fallon Paiute Shoshone PD for the purchase of equipment to submit citations and traffic crashes electronically. The equipment has been purchased and implementation is pending.

LFD-2017-HPD-00008

This funding was provided the Henderson Police Department for the purchase of equipment to submit citations and traffic crashes electronically. The equipment has been purchased and implementation is pending.

LFD-2017-PCSO-00006

This funding provided to Pershing County Sheriff’s Office for the purchase of 15 TC70 ticket writers to submit citations and traffic crashes electronically. The equipment has been purchased, training completed, and is in service.

LFD-2017-RTAA-00007

This funding provided to Reno Tahoe Airport Authority PD for the purchase of five TC75 ticket writers to submit citations and traffic crashes electronically. The equipment has been purchased and in service.

LFD-2017-StCSO-00014

This funding provided to the Storey County Sheriff’s Office (SCSO) for the purchase 18 TC70 handheld Devices.

LFD-2017-CCSO-00003

The Carson City Sheriff’s Office (CCSO) purchased the ticket writers and placed them into service for electronic submission of crash reports.

PERFORMANCE MEASURE 12: CHILD PASSENGER SAFETY

Related Projects

TS- 2017-NVOTS 658-00120—Nevada Office of Traffic Safety—First Responder/CPS Training

Funding Source: CPASS, 405b

Budget: \$30,000

Obligation Percentage Spent: \$26,801.30 89.33%

The overall goal of this project was to provide resources to facilitate necessary Child Passenger safety training for Nevada’s public safety personnel and other appropriate persons, enabling agencies statewide to assist with public inquiries regarding proper child safety seat fittings, choices, best practices and Nevada laws. It also provided the resources for age/weight appropriate child safety seats to communities throughout the state that cannot afford to provide them.

During the grant cycle, the grantee held 11 Child Passenger Safety technician training courses. Funds were used to pay for one instructor in three of these trainings. A total of 104 students attended the trainings. Ninety-eight received certification, with four of these students receiving re-certification. Funds were used to pay the registration fees for 19 Child Passenger Safety Technician student and re-certification fees for four Child Passenger Safety Technician students.

Funds also provided 25 infant carrier car seats, 115 convertible car seats, 6 All-in-One car seats, 22 no back booster seats and 63 high back booster seats. These car seats were distributed to the West Wendover Police Department, Moapa Indian Health Services, Nevada Highway Patrol, Churchill County Social Services, Walker River Head Start Program, Ely Shoshone Tribe and the Pershing County Sheriff’s Office.

TS-2017-Nye Comm-00021—Nye Communities Coalition—Occupant Protection

Funding Source: 405(b)

Budget: \$35,000

Obligation Percentage Spent: \$34,007.57 97.16%

Nye Communities Coalition (NyECC) coordinated and conducted child safety seat installations and education for children and their parents throughout Nye County. NyECC utilized community events as a means to educate the community about the importance of using safety seats and on correct installation and use of the seats; and conducted regular individual seat checks (by appointment) in the three main city centers of the county: Pahrump, Tonopah, and Beatty. NyECC proactively educated local communities about Nevada’s seat belt and child seat laws that require front and rear seat occupants of passenger vehicles to wear safety belts (over age 6 or 60 pounds) or ride in an approved child restraint that is also properly installed in the vehicle per manufacturer’s recommendations.

Staff maintained all four technician’s certifications, with the Lead Car Seat Technician also becoming a Car Seat proxy. Staff partnered with the Pace Coalition and with the combined counties of Nye, Lincoln, Esmeralda, White Pine, Elko and Eureka in serving communities. Staff partnered with county school districts, pre-kindergarten programs, WIC offices, fire departments and numerous other community outlets to reach vulnerable and hard to reach populations throughout those counties. Staff traveled throughout each county holding Car Seat Safety Check events. Staff inspected 366 child safety seats and replaced 279 seats. Of the 279 seats replaced, 46 came from AAA donations.

TS-2017-REMSA-00015—Regional Emergency Medical Services Authority—REMSA Point of Impact

Funding Source: 405(b)

Budget: \$62,000

Obligation Percentage Spent: \$55,726.54 89.88%

This project provided 14 community-based car seat checkpoint events where 337 seats were inspected and 85 seats were distributed. During office appointments, grantee was able to educate 59 families on the installation of 71 seats. During the “Give A Kid A Boost” event, grantee provided 45 booster seats to 33 families. Grantee participated in two table/booth events and distributed program materials. Grantee held three CPS Technician training courses where 22 students became Child Passenger Safety Technicians, held one CPS recertification training course where two students were recertified as Child Passenger Safety Technicians and held two CEU sessions where 10 technicians received all their CEU’s for recertification. Two technicians from rural communities attended the March CPS Technician training course as Technician Assistants and plan to apply for Instructor Candidacy in the future. Several rural communities have expressed interest in hosting CPS Technician courses in the future. Grantee attended all quarterly meetings of the Occupant Protection CEA Team. No CPS AB meetings were held during the grant period.

TS-2017-Trauma Services-00047—Clark County Safe Kids—Tri-Hospital Based Child Passenger Safety Program

Funding Source: 402

Budget: \$58,700

Obligation Percentage Spent: \$29,431.06 50.14%

The overall goal of this project was to implement a tri-hospital based child passenger safety program to include child passenger safety discharge instructions, develop and train staff on appropriate documentation, consistent application of all the new policies, develop and conduct staff training, train staff as certified CPS technicians, develop a car seat and special needs seat program, train staff on appropriate referrals, serve as a community resource for child passenger safety by conducting car seat checkup events and include patient education on child passenger safety for all pediatric treat and release patients as well address misuse and non-use of car seats by offering a Child Passenger Safety education program.

TS-2017-EV Fam-00056—East Valley Family Services—Child Restraint Safety Program

Funding Source: 402

Budget: \$11,808

Obligation Percentage Spent: \$10,782.99 91.32%

This project provided 13 educational classes serving 41 families in which the family vehicle safety program curriculum was taught. Conducted community-based car seat checkpoint events where 50 seats were inspected and 30 seats were distributed. Grantee partnered up with Sunrise WIC and the Sunrise library to establish permanent spaces in which to install car seats on site and spread awareness twice a month. Grantee also partnered with Sunrise Children’s Hospital for a community-based car seat checkpoint event. Grantee’s child passenger safety technician has expressed an interest in becoming a tech proxy.

TS-2017-RWFRC-00011—Ron Woods Family Resource Center—Ron Wood Child Car Seat Safety Program

Funding Source: 402

Budget: \$56,224

Obligation Percentage Spent: \$53,417 95.01%

The overall goal of this project was to provide child safety seat education, inspection and installation services to Carson, Lyon, Douglas, Storey counties and Northern Nevada residents. Grantee will coordinate efforts with community partners including Carson City Sheriff’s Department, Carson City School District, Carson City court system and other entities to address identified needs in the community.

Held 27 community-based on-site car seat checkpoint events where 47 seats were distributed, 120 seats were installed and 474 adults were educated about car seat safety, proper installation and usage. Grantee attended 15 off-site events and conducted 3 off-site workshops. Grantee conducted 20 Family Vehicle Safety Program workshops and educated 20 attendees. Grantee delivered 11,570 event flyers to elementary schools to be included in student's pee-chees.

TS-2017-CFRC-00028—Cappalappa Family Resource Center—Cappalappa Car Seat Safety Program

Funding Source: 402

Budget: \$4,185

Obligation Percentage Spent: \$1,288.55 30.79%

During office appointments, grantee was able to conduct 36 child safety seat checks and replaced 21 child safety seats. In the future, grantee anticipates serving a larger number of the community through collaboration with local law enforcement and EMS agencies.

TS-2017-NHP-00130—Nevada Highway Patrol—Child Safety Seat Technician

Funding Source: 402

Budget: \$30,000

Obligation Percentage Spent: \$21,804.87 72.68%

There were three car seat technician classes completed with this funding. There were two classes in Las Vegas and one in Carson City with a total of 54 new car seat technicians being trained. There were four car seat check points held during this grant cycle. The check points were held in Las Vegas, Carson City, Pahrump, and Caliente. There were 54 new car seat technicians trained during this grant cycle. There were 4 car seat check points. There was 1 NHP Trooper certified as a car seat technician instructor.

PERFORMANCE MEASURE 13: BICYCLE SAFETY

Related Projects

See projects **TS-2017-NVOTS 658-00119, TS-2017-NVOTS 658-00110, TS-2017-NVOTS 658-00100, TS-2017-NVOTS 658-00128, TS-2017-NVOTS 658-00113** and **TS-2017-DPS NHP-00050** in Performance Measure 1 and **TS-2017-UNLV-00068** in Performance Measure 10.

PERFORMANCE MEASURE 14: Distracted Driving

Related Projects

TS-2017-UNR-00042 — Board of Regents, Nevada System of Higher Education, obo UNLV—Distracted Driving Intervention Targeting College Students

Funding Source: 405(b)

Budget: \$33,889

Obligation Percentage Spent: \$33,889 100%

The goals of this grant were to conduct a study by educating college students on the dangers and consequences of distracted driving; alter their attitudes toward distracted driving/walking by making this behavior socially unacceptable; and to reduce the frequency which students drive/walk distracted. Collect pre and post participating data. This study basically proved that regardless of the lessons learned/consequences, more than 50% of the participants have & continue to talk on the phone while driving, still groom themselves while driving, and still text while driving.

See projects **TS-2017-NVOTS 658-00119, TS-2017-NVOTS 658-00110, TS-2017-NVOTS 658-00100, TS-2017-NVOTS 658-00128, TS-2017-NVOTS 658-00113** and **TS-2017-DPS NHP-00050** in Performance Measure 1.

PROJECTS NOT IMPLEMENTED

TS-2017-CCSO-00035—Carson City Sheriff's Office—Limited Fixed Deliverable

Funding Source: 402, 405(c)

After the HSP was published it was determined the scope of this grant would be better classified as a LFD. For additional information about this project please see LFD-2017-CCSO-00003 in performance measure 6 and 11.

TS-2017-MPD-00055—Mesquite Police Department—Limited Fixed Deliverable

Funding Source: 402

After the HSP was published it was determined the scope of this grant would be better classified as a LFD. The sub recipient did not reply in time to qualify for this fiscal year's funding.

TS-2017-NVOTS 658-00123—Nevada Office of Traffic Safety—TS-RMS Interfaces

Funding Source: 405(c)

The primary goal for this project was to create an interface between the Brazos electronic citation and crash reports to local agencies Records Management System. There were no interfaces created with this funding in FFY 2017.

TS-2017-NVOTS 658-00131—Nevada Office of Traffic Safety—Data Quality

Funding Source: 405(c)

The Office of Traffic Safety has partnered with Nevada Department of Transportation and law enforcement agencies statewide to implement a single crash data reporting system. During the course of this multi-year project, which is now close to full implementation, data quality was identified as a goal to improve crash data reporting by first responders. During the 2017 project year emphasis was placed on continuing to interface with local record management systems and enabling single system reporting for new agencies. The Data Quality Project will be deferred to an upcoming program year.

PAID MEDIA AND PUBLIC RELATIONS

Coordination

NDOT Safety Engineering and the Nevada Office of Traffic Safety (OTS) continue to partner on the Zero Fatalities Nevada efforts. This includes a greater coordination with a single advertising firm. Duplication of efforts has been reduced with public relations, paid media and outreach is implemented by a single source.

Elements

This year, the Zero Fatalities traffic safety campaigns focused on the following areas:

- Pedestrian safety
- Motorcycle safety
- Distracted driving
- Impaired driving
- Occupant protection
- Intersection safety
- Bicycle safety
- Drowsy driving
- Aggressive driving
- Teen driving

The brand promoted these messages across the following channels:

- TV/Video (traditional broadcast, cinema and online outlets such as Hulu and YouTube)
- Radio (traditional broadcast and online outlets such as Pandora)
- Outdoor (billboards, posters, gas pump ads and transit signage)
- Digital (online banners, homepage takeover ads)
- Social (Facebook, Twitter and Instagram)
- Sports sponsorships (signage at UNLV, UNR, Las Vegas 51s and Reno Aces)
- Outreach (community and safety events)
- Public relations (media interviews and press releases)

Campaigns

In FFY 2017, OTS ran 10 media campaigns, which included both paid and earned media components. The planning strategy for the year was to reduce the number of campaigns from previous years and concentrate the media spend in shorter increments of time, in order to avoid promoting too many messages at once.

Updates & Results

Overall, from October 2016 – September 2017, the OTS Zero Fatalities-branded campaigns delivered over 194 million impressions. The most recent Zero Fatalities public opinion survey (2017) shows that 65 percent of Nevadans have heard of the program, which is up from 60 percent in 2014.



92%

of our target audience saw
the Zero Fatalities message
over the past year

Has the Zero Fatalities campaign influenced you?

2012 numbers vs 2017

