September 2019

Highway Safety Plan
FY 2020
Nevada

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: Yes

S. 405(e) Distracted Driving: No

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: Yes

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: No

S. 405(d) Alcohol-Ignition Interlock Law: Yes

S. 405(h) Nonmotorized Safety: Yes

S. 405(d) 24-7 Sobriety Programs: Yes

S. 1906 Racial Profiling Data Collection: No

Highway safety planning process

Data Sources and Processes

Nevada uses a collaborative process with relevant partners from the 4 E's of traffic safety (Engineering, Education, Enforcement and Emergency Medical Response) and advocates to implement data driven identification of issues, strategies and action steps and relies heavily on the implementation of proven countermeasures and best practices. This data is collected by police officers at the scene of a traffic crash. Nevada law enforcement agencies utilize a centralized citation and crash reporting system, Brazos, which provides timely and consistent traffic data to the Highway Safety Office and other partners. Over the last few years Nevada has funded the integration of crash data with trauma center data to enable further analysis of injury and fatality impacts to society, such as medical costs and reduction of productivity. Information related to crash incidents, vehicles, drivers, and passengers from the crash report is captured and maintained in a state repository housed within NDOT Traffic Safety Engineering in a system called Nevada Citation and Accident Tracking System (NCATS). This database contains all of the related traffic information, including date, time, location, severity, manner of collision, contributing factors, weather, traffic controls, and design features of the road, to name a few. The database is accessible to traffic safety professionals, stakeholders, and the general public online at this link: http://data-ndot.opendata.arcgis.com/pages/crash-data

Vehicle information typically includes year, make, model, and registration of the vehicles involved. Driver and passenger information typically includes age, gender, license status, and injury data. Injury Surveillance Systems (ISS) typically provide data on EMS (pre-hospital), emergency department (ED), hospital admission/discharge, trauma registry and long-term rehabilitation. Roadway information includes roadway location and classification (e.g. interstates, arterials, collectors, etc.), as well as a description of the physical characteristics and uses of the roadway. Currently citation data, which can be used in detecting recidivism for serious traffic offenses earlier in the process (i.e., prior to conviction) and for tracking the behavior of law enforcement agencies and the courts with respect to dismissals and plea bargains, is available through direct access to query the Brazos system. The citation, injury and roadway information is currently available and

manually being correlated to crash data for analysis. Vehicle and passenger data is currently only available as part of the crash report.

Traffic Records Coordinating Committee

In early 2010, the Nevada Executive Committee on Traffic Safety approved the formation of a SHSP Data Team, which was charged with developing a unified SHSP data message. Activities include recommending crash statistic definitions that are acceptable to all major data generators and users; initiation of data integration between the 4 Es; and obtaining annual data reports from OTS and NDOT for updating the CEA tracking tools and SHSP fact sheets. In 2016 the Traffic Records Coordinating Committee and its required functions were fully integrated into the SHSP, with direct report to the NECTS who has overall authority to consider and approve projects that improve traffic crash data and data systems in Nevada.

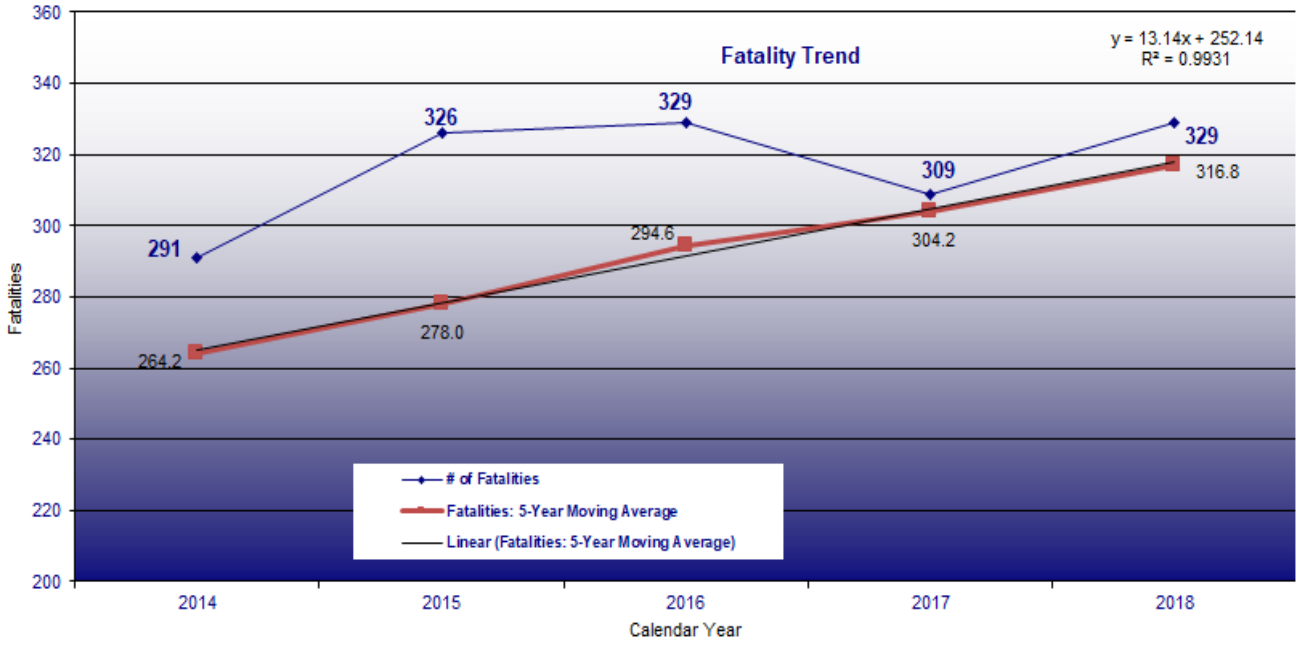
The Nevada OTS Annual Highway Safety Plan is guided by the same state and local crash data as the statewide SHSP to ensure that the recommended improvement strategies and grant- funded projects are directly linked to the factors contributing to the high frequency of fatal and life-changing injury crashes. The ability to access reliable, timely, and accurate data helps increase the overall effectiveness of the plan and increases the probability of directing resources to strategies that will prevent the most crashes, and assist in identifying locations with the greatest need. Nevada collected data from a variety of sources as a prelude to this 2019 Highway Safety Plan, including:

Fatality Analysis Reporting System, General Estimates System (FARS)
Nevada Department of Transportation Annual Crash Summary (NDOT)
Nevada Citation and Accident Tracking System (NCATS)
Nevada Department of Motor Vehicles
Seat Belt Observation Survey Reports
University of Nevada Las Vegas – Transportation Research Center (TRC)
NHTSA and NCSA Traffic Safety Fact Sheets
Emergency Medical Systems
State Demographer Reports
SHSP Fact Sheets
Community Attitude Awareness Survey
University of Nevada Las Vegas School of Medicine— analysis of crash amp trauma records from motor vehicle crashes— TREND newsletter
NHTSA Program Uniform Guidelines

Performance Measure Targets

Traffic fatalities through 2018 and additional parameters were evaluated against the 2019 targets to determine if Nevada is meeting, making progress or did not meet the targets. Targets for 2020 were set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of fatalities and serious injuries in half by 2030. The current trend was projected through 2020 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The 5 year moving average for the five year period 2014 to 2018 had the highest correlation in nearly all cases and was used to project the current trend through 2020. The figure below

shows the number of fatalities, the 5 year moving average of fatalities and the trend line.



The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target for fatalities to meet the Interim Goal of reducing the 2004 to 2008 5 year moving average of fatalities and serious injuries in half by 2030.

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# of Fatalities	291	326	329	309	329			
Fatalities: 5-Year Moving Average	264.2	278.0	294.6	304.2	316.8	331.0	344.1	330.6

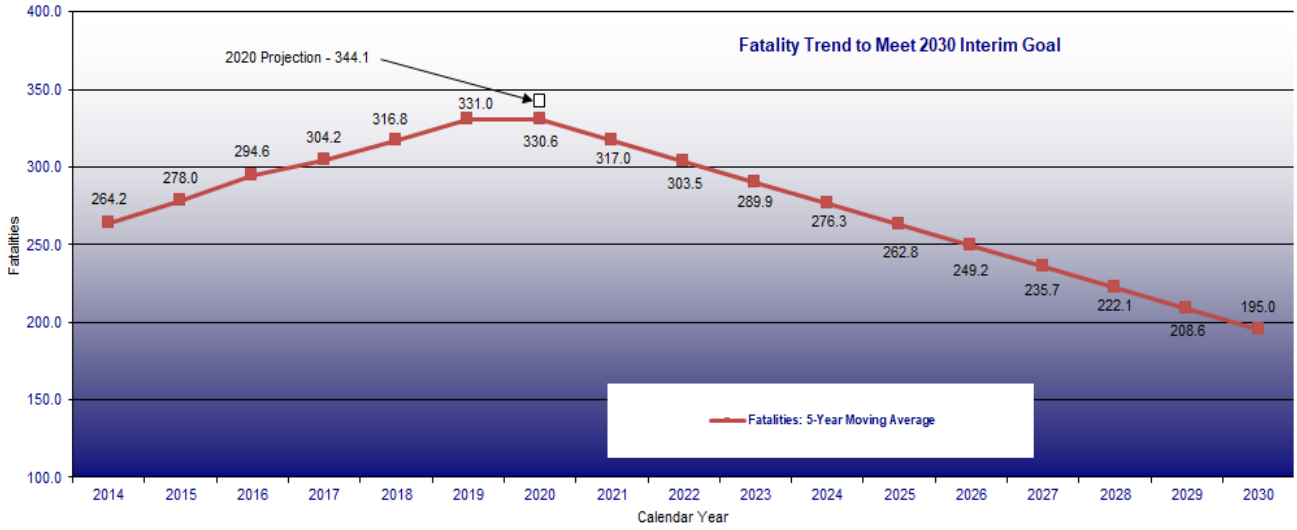
The figure below depicts the five year moving average target for 2020 and the linear reduction to the 2030 Interim Goal.

Countermeasure Strategies

Countermeasure strategies were selected based on a review of the specific emphasis or program area problem identification of the "who, where, when and why" and additional data analysis. Based on the specific issues within that emphasis or program area, NHTSA's Countermeasures That Work Ninth Edition document was referenced for behavioral strategies as well a review of FHWA's Proven Countermeasures and countermeasures from the CMF Clearinghouse.

Processes Participants

A broad range of agencies and organization partners participated in both the planning as well as the



implementation process of the SHSP and the HSP through the leadership of the Nevada Executive Committee on Traffic Safety (NECTS). The NECTS includes the following agencies:

Nevada Department of Transportation
Nevada Department of Public Safety - Office of Traffic Safety
Nevada Department of Public Safety - Nevada Highway Patrol
Nevada Department of Motor Vehicles \
Nevada Department of Health and Human Services
Nevada Department of Education
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Administrative Office of the Courts
Nevada League of Cities
Southern Nevada Health District
Inter-Tribal Council of Nevada
Federal Highway Administration (Ex-Officio/Non-Voting)
Federal Motor Carrier Safety Administration (Ex-Officio/Non-Voting)
National Highway Traffic Safety Administration (Ex-Officio/Non-Voting)

The following agencies have been involved in recent NECTS meetings and are being considered as new members:

Nevada State Assembly Transportation Committee
Nevada State Senate Transportation Committee
Tahoe Regional Planning Agency
Governor's Office of Economic Development
Carson Area Metropolitan Planning Organization (CAMPO)

The SHSP utilizes seven Task Forces (Critical Emphasis Area Teams) that meet quarterly to develop, implement and evaluate action steps towards eliminating fatal and serious injury crashes, as follows: Impaired Driving Task Force, Occupant Protection Task Force, Lane Departures/Distracted Driving Task Force, Intersections/Speeding Task Force, Motorcycle Safety Task Force, Pedestrian/Bicycle Task Force, and Young Drivers Task Force. In addition, the TRCC meets quarterly with additional subground meetings from the Brazos Working Group and Safety Data Analysis Team.

During Nevada's 2017 Traffic Safety Summit, workshops were held that focused on Nevada's traffic safety priorities and emerging issues: reaching Young Drivers, Seat Belt and Child Seat use, Impaired Driving (especially marijuana impaired), Pedestrians and Traffic Incident Management, and new partnership ideas were explored. Nevada's active traffic safety community is committed to seeking every avenue available to reducing death and serious injuries on our roadways.

The OTS actively seeks new partnerships with business, government agencies, associations, special interest groups, policy makers, media, and community organizations. Our outreach also extends to bringing new participants into our statewide Task Forces. Recent connections include:

Lyft
Zappos
PTs Entertainment Group
MedMen
RTC of Washoe County/Vision Zero Project
Reno + Sparks Chamber of Commerce
Nevada Legislative Transportation Committee Members
The Vegas Golden Knights Hockey Team
RTC Southern Nevada
Grand Sierra Resort

Description of Highway Safety Problems

The Nevada Highway Safety Plan (HSP) is closely integrated with the Strategic Highway Safety Plan (SHSP). For both the HSP and SHSP, there is a focus on identifying issues and actions associated with the areas with the highest percentage of fatal and serious injury crashes. Official FARS data from NHTSA is used for fatalities whenever possible with state data supplementing that data for additional crash parameters and vehicle miles traveled. This data is used to determine where to focus efforts and resources, and the evaluation of effectiveness.

The following is a summary of the number and percentage of fatalities for the five years through 2016 for 17 of AASHTO's Emphasis Areas.

Emphasis Area	2012	2013	2014	2015	2016	TOTAL	AVG	PERCENT
Lane Departures	120	94	99	108	119	540	108	38.9%
Impaired Driving	93	82	81	61	77	394	79	28.4%

Occupant Restraints (did not use)	72	60	88	72	76	368	74	26.5%
Intersections	84	50	62	47	59	302	60	21.8%
Pedestrians	69	70	72	73	80	364	73	26.2%
Motorcycles	38	53	55	43	69	258	52	18.6%
Aggressive/Speeding (Exceeding Speed Limit)	46	40	48	24	65	223	45	16.1%
Older Persons	34	21	22	10	33	120	24	8.7%
Young Drivers (16-20)	34	22	26	10	26	118	24	8.5%
Head-On Collisions	21	26	16	10	19	92	18	6.6%
Aggressive/Speeding (Reckless Driving)	10	17	34	22	25	108	22	7.8%
Heavy Trucks (gt26,000)	15	7	6	9	11	48	10	3.5%
Distracted/Fatigued (Inattentive Driver)	6	4	14	1	13	38	8	2.7%
Work Zones	8	9	8	5	9	39	8	2.8%
Distracted/Fatigued (Driver Fell Asleep)	5	0	9	11	9	34	7	2.5%
Bicyclist	3	7	8	10	6	34	7	2.5%
Vehicle and Train Crash	0	0	0	0	0	0	0	0.0%

FARS Fatalities	258	266	291	326	329	1387	277.4	

The current SHSP has seven CEA's:

Impaired Driving

Intersections

Lane Departures

Motorcycles

Occupant Protection

Pedestrians

Young Drivers

The Office of Traffic Safety staff are involved in all of the emphasis area task forces, with a lead role in behavioral areas.

Methods for Project Selection

Project selection involves constant analysis and evaluation of best practices, program area gaps, assessment of available funds and project/program return on investment. OTS funds projects and programs that are managed by staff such as Zero Teen Fatalities and DRE/ARIDE training, as well as subrecipient managed programs. OTS engages its partners year round through task force and stakeholder meetings, trainings and presentations, the Nevada Traffic Safety Summit, and outreach events. Information regarding funding opportunities is provided via OTS website, eGrants online grant system, announcements through statewide task forces, newsletters, and email distribution.

Formal project solicitation begins with an invitation to government agencies, non-profit organizations and community partners to submit a Letter of Interest (LOI). The Letter of Interest process is intended to solicit new traffic safety partners and provide potential program recipients with a simplified mechanism to propose programs. The invitation to submit a Letter of The LOI cover page includes a high level description of priority issues and links to project development resources such as Countermeasures That Work and NHTSA data. LOIs are reviewed by OTS program managers and leadership to determine congruence with priority program areas and/or support strategies found in Nevada's SHSP. After review grant proposal applications are accepted via the online grant administration system eGrants and enter into an evaluation process that utilizes Peer Review Committees comprised of OTS and NDOT staff, community specialists and experts such as teachers, judges, public health officials, law enforcement and tribal representatives, who discuss and score applications and prioritize for award. The following criteria are taken into consideration:

•Is the project and supporting data relevant to the applicant's jurisdiction or area of influence?

•Is the problem adequately identified? Is the problem identification supported by accurate and relevant (local) data?

•Is there evidence that this type of project saves lives and reduces serious crashes?

•Are the goals and objectives realistic and achievable?

•Is this project cost effective?

•Is the evaluation plan sound? (Is the performance/progress measurable?)

•Is there a realistic plan for self-sustainability (if applicable)?

•Does it use proven countermeasures (such as those found in the SHSP)?

List of Information and Data Sources

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Emergency Medical Systems
State Demographer Reports
SHSP Fact Sheets
Media/Communications Results
University of Nevada Las Vegas School of Medicine— analysis of crash amp trauma records from motor vehicle crashes— TREND newsletter

Additional resources used to assist in the data analysis process include:

Data reflecting the increase/reduction for each CEA/Task Force based on the interim goals of the SHSP
Current CEA/Task Force strategies and action steps
Recommended strategies from the local organizations such as RTCs, public transit, schools and universities, courts, etc.
Strategies and countermeasures that have proven effective (and those that have not)
Serious injury data from the State's four Trauma Centers (both cost and severity of injury)
Consideration of other strategies and countermeasures

Description of Outcomes

The HSP and SHSP are closely linked at all levels. OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. As an outcome of coordination between the HSP and SHSP, the strategies within OTS Program Areas are being implemented as an integrated effort of the 4 Es and in alignment with the SHSP and task force priorities.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	A-1) Number of traffic fatalities of children Age 0-4 (FARS)	In Progress
14	C-C-1: The percentage of crash records with no missing critical data elements	Met
15	I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	In Progress
16	A-2) Number of traffic fatalities reported as distracted driving (State)	In Progress

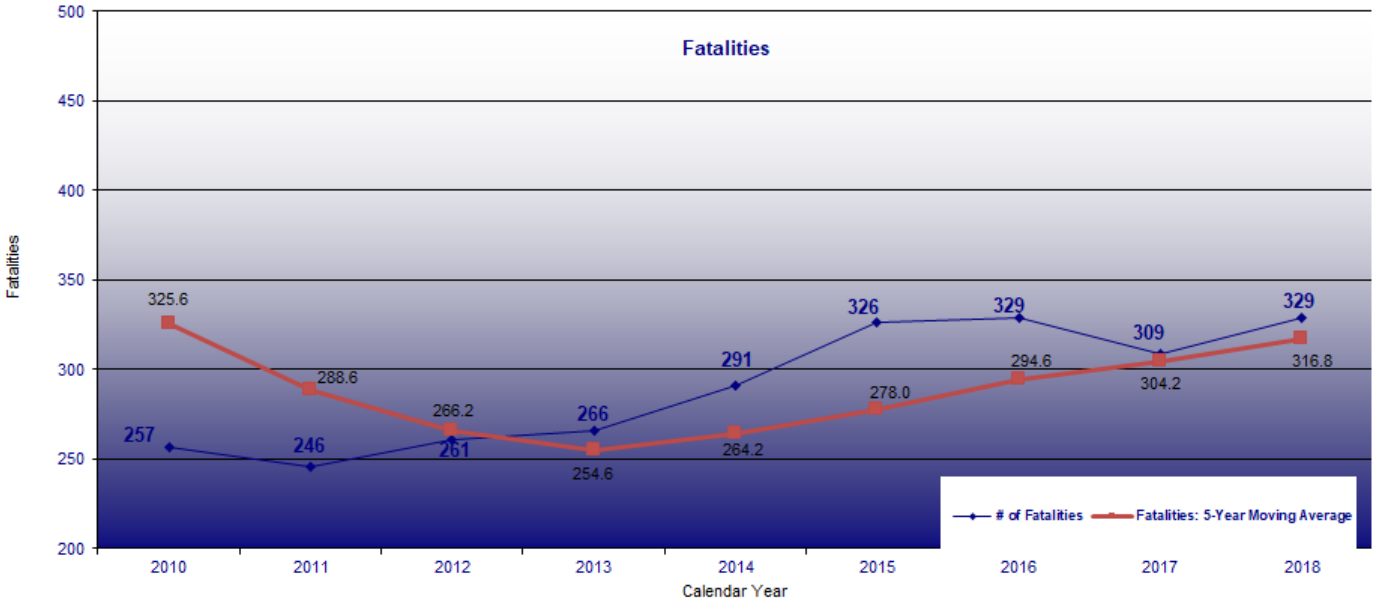
17	C-T-1) Traffic Records Crash Timeliness Median Days	In Progress
18	C-T-2) Percentage crash report entered into database within 30 days after the crash	Met

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Nevada is making progress towards our 2019 performance target for fatalities from the previous fiscal year's HSP of a five-year moving average of 319.2 fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary fatality number for 2018 of 329 is equal to the highest number of fatalities in the last decade. However, a reduction of fatalities in 2019 would put Nevada in position to meet it's 2019 target.



Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Program-Area-Level Report

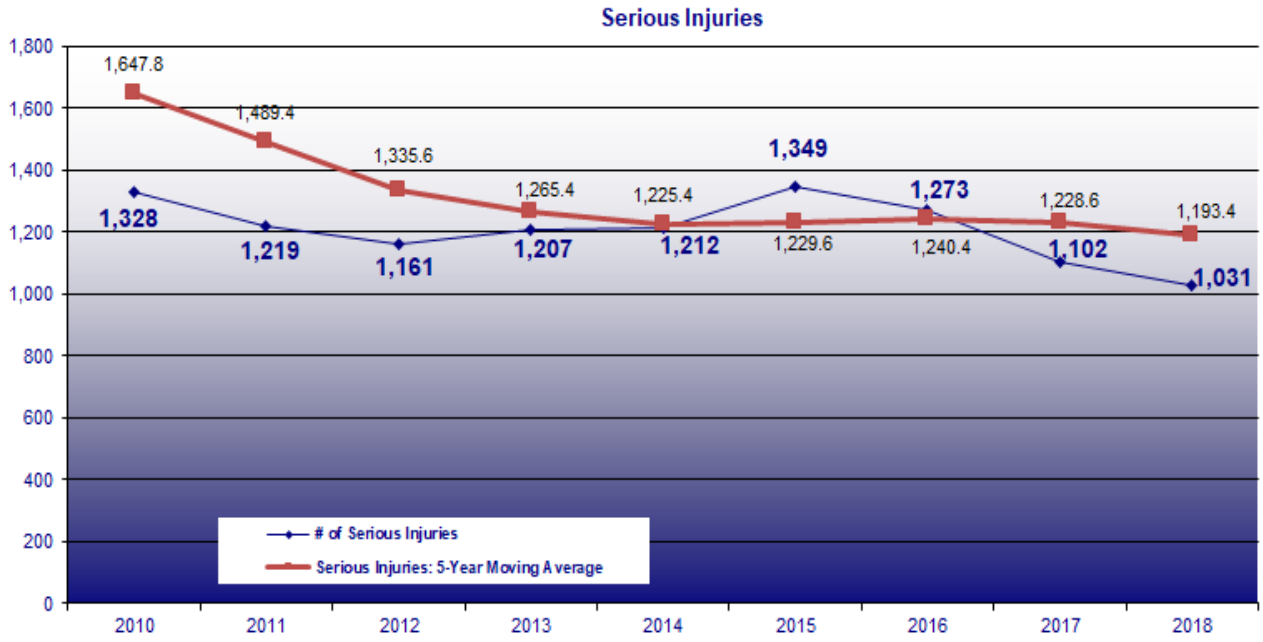
Nevada is on track to meet our 2019 performance target for serious injuries from the previous fiscal year's HSP of a five-year moving average of 1186.4 serious injuries for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary serious injury number for 2018 of 1,031 has been declining the last three years and is the lowest in the last ten years.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

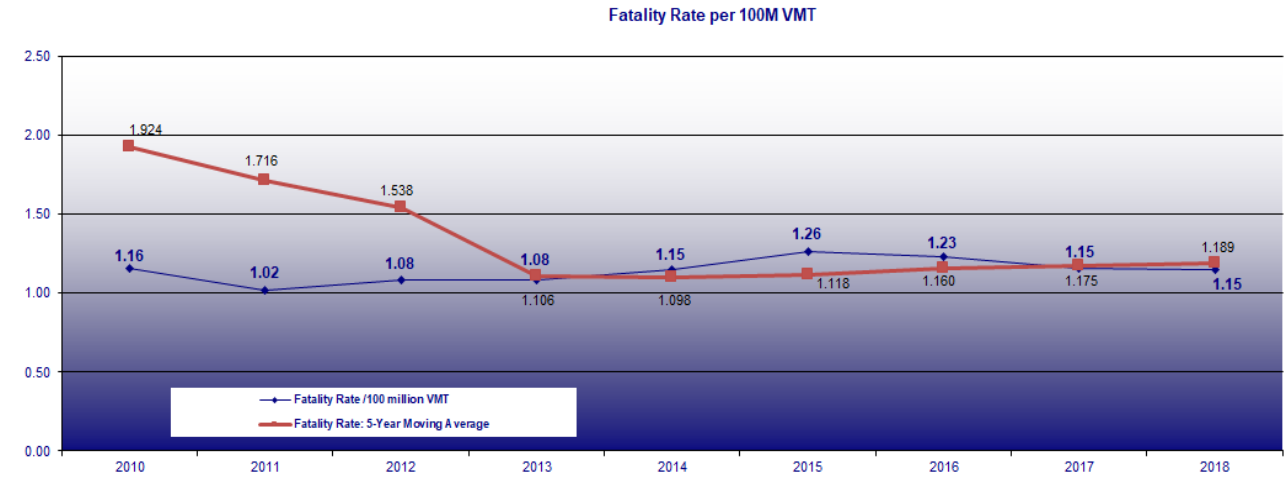
Progress: In Progress

Program-Area-Level Report

Nevada is on track to meet our 2019 performance target for fatality rate from the previous fiscal year's HSP of a



five-year moving average of 1.209 for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary fatality rate for 2018 is 1.15 and is equal to the lowest value since 2013 and below the target for the second year in a row.

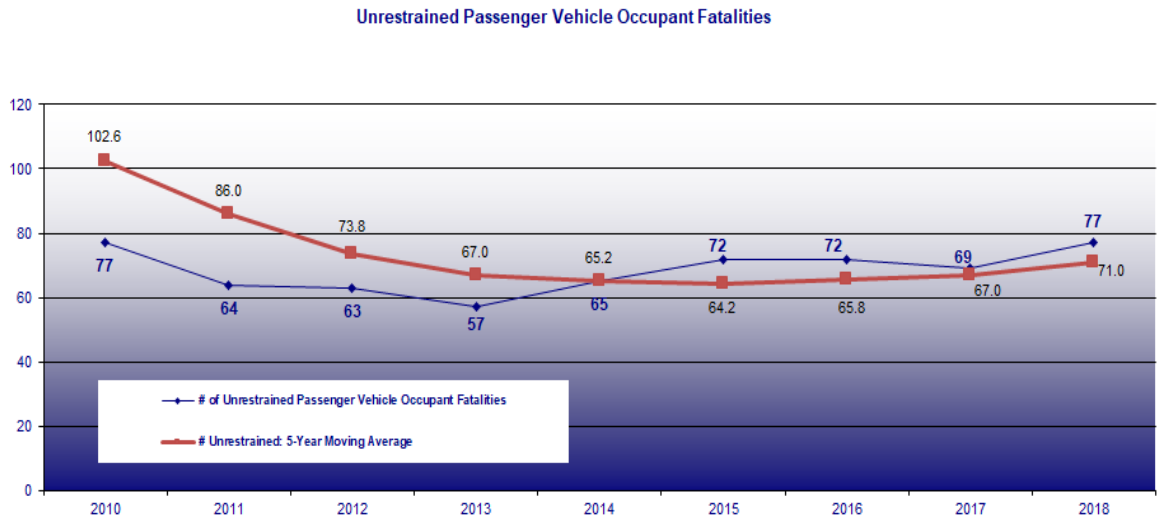


Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Program-Area-Level Report

Nevada is on track to meet our 2019 performance target for Unrestrained Passenger Vehicle Occupant fatalities from the previous fiscal year's HSP of a five-year moving average of 74.0 fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary unrestrained fatality number for 2018 of 77 is the highest of the last decade. However, Nevada on track to meet the target in 2019.

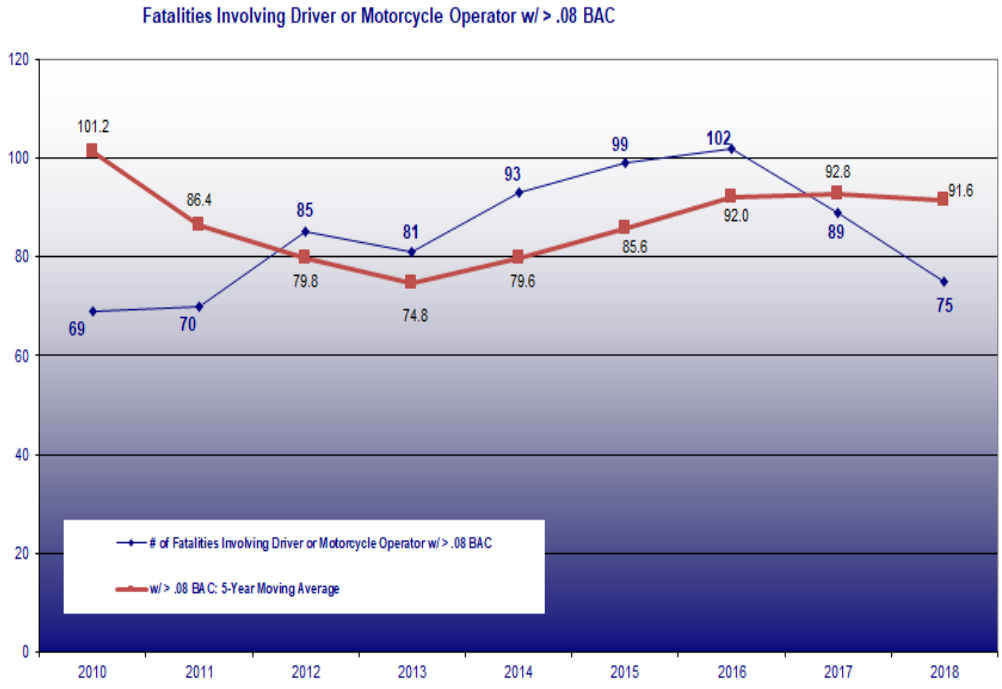


Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Program-Area-Level Report

Nevada is on track to meet our 2019 performance target for alcohol impaired fatalities from the previous fiscal year's HSP of a five-year moving average of 96.6 fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary alcohol impaired fatality number for 2018 of 75 is the second years in a row of a significant reduction.

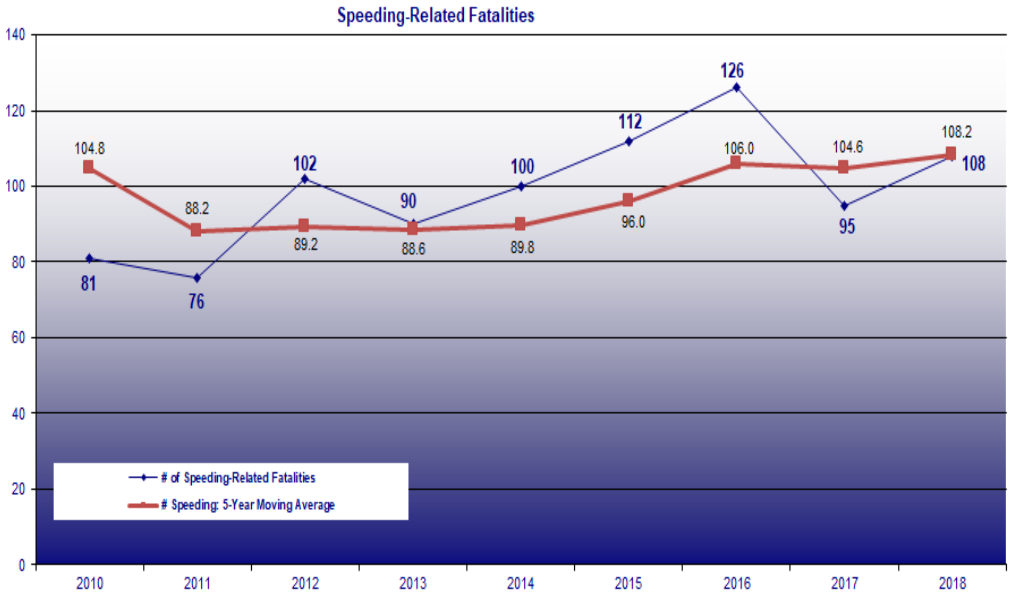


Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Nevada is on track to meet our 2019 performance target for speeding-related fatalities from the previous fiscal year's HSP of a five-year moving average of 111.7 fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary fatality number for 2018 of 108 is the second straight year in a row below the target.



Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

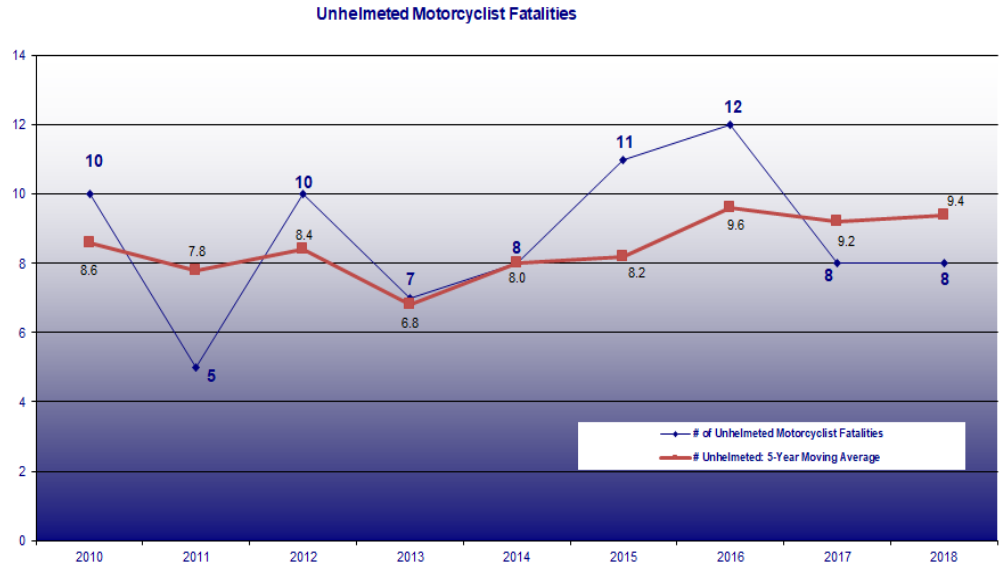
Nevada is on track to meet our 2019 performance target for unhelmeted motorcyclist fatalities from the previous fiscal year's HSP of a five-year moving average of 10.5 fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary fatality number for 2018 of 8 unhelmeted fatalities is the second year in at 8 unhelmeted fatalities, which is the lowest number since 2013.

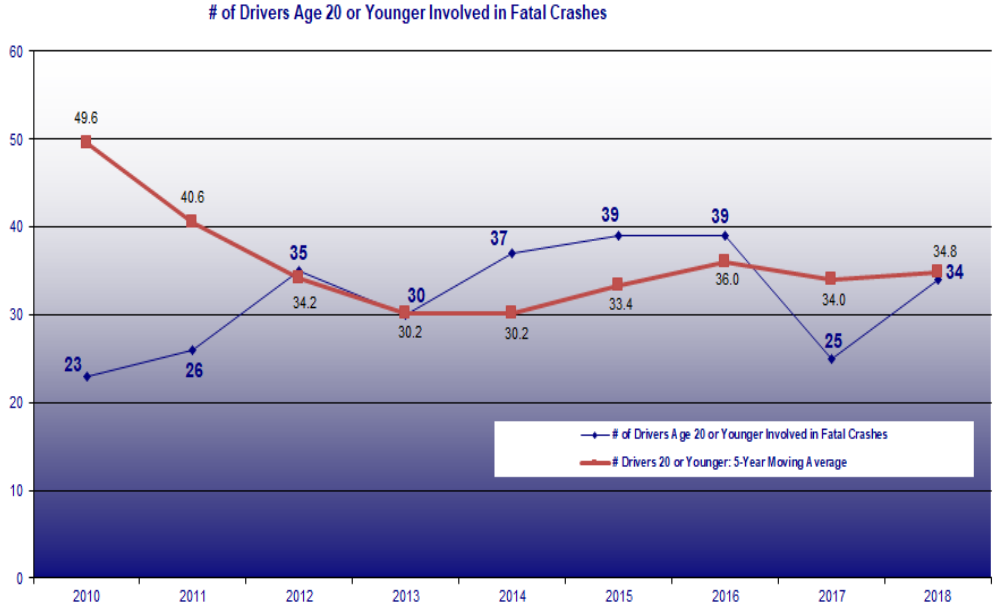
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Program-Area-Level Report

Nevada is on track to meet our 2019 performance target for driver's age 20 or younger fatalities from the previous fiscal year's HSP of a five-year moving average of 37.9 fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary fatality number for 2018 of 34 is an increase from 2017 but is still below the target.





Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

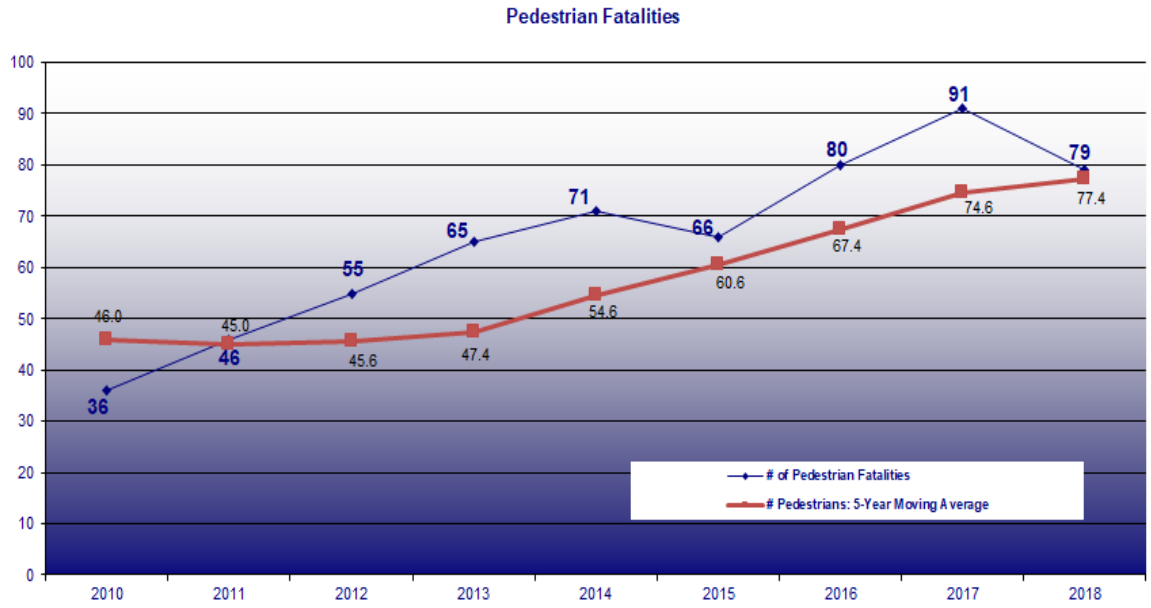
Nevada is on track to meet our 2019 performance target for pedestrian fatalities from the previous fiscal year's HSP of a five-year moving average of 84.1 pedestrian fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary fatality number for 2018 of 79 is a reduction from 2017 and below the target.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

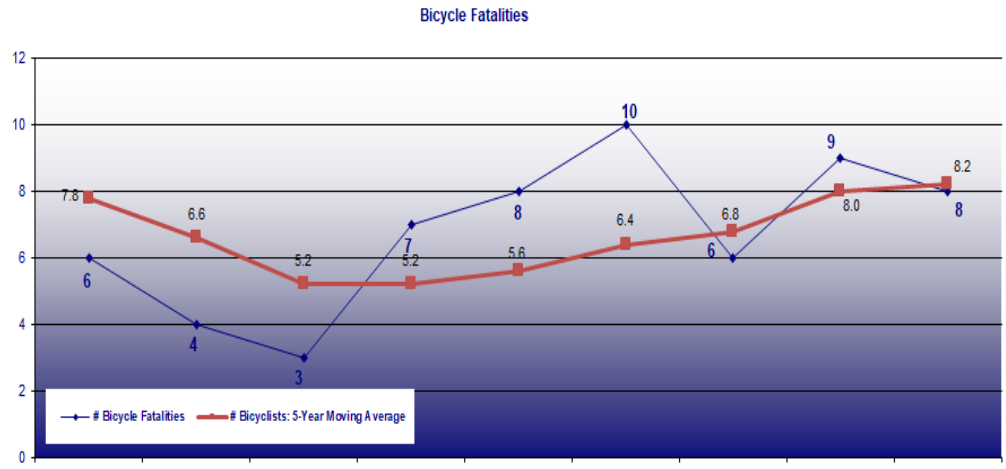
Progress: In Progress

Program-Area-Level Report

Nevada is on track to meet our 2019 performance from the previous fiscal year's HSP of a five-year moving



average of 8.5 bicycle fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary bicycle fatality number for 2018 of 8 is a reduction from 2017 and is below the target.



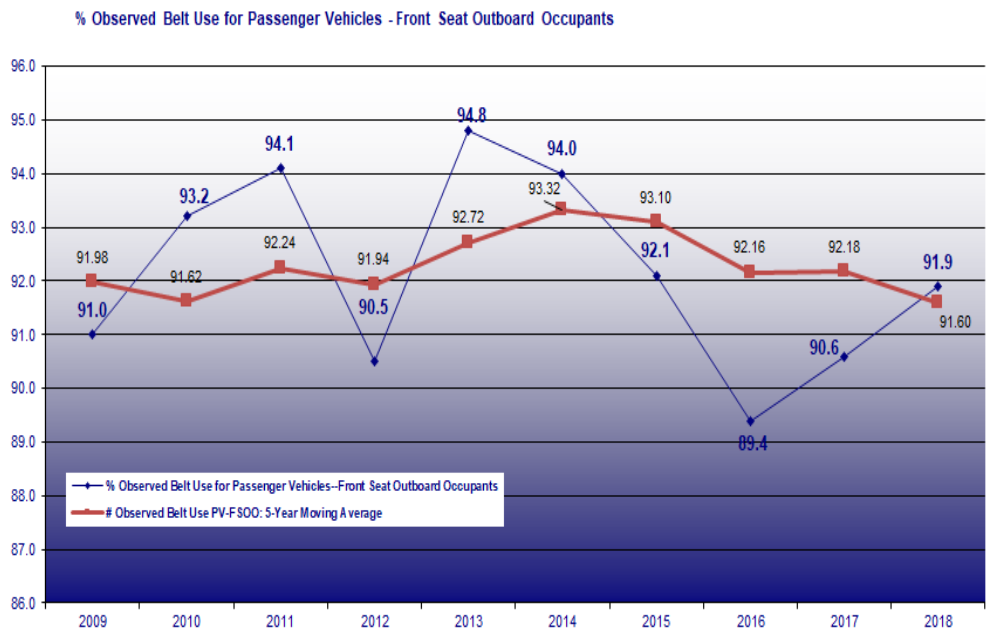
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Program-Area-Level Report

Nevada is on track to meet our 2019 performance target for percent observed belt use from the previous fiscal year's HSP. As shown in the chart below, Nevada's preliminary percent belt use has been increasing the last two years and was 91.9 percent in 2018 but is still on a pace to meet the 2019 t.

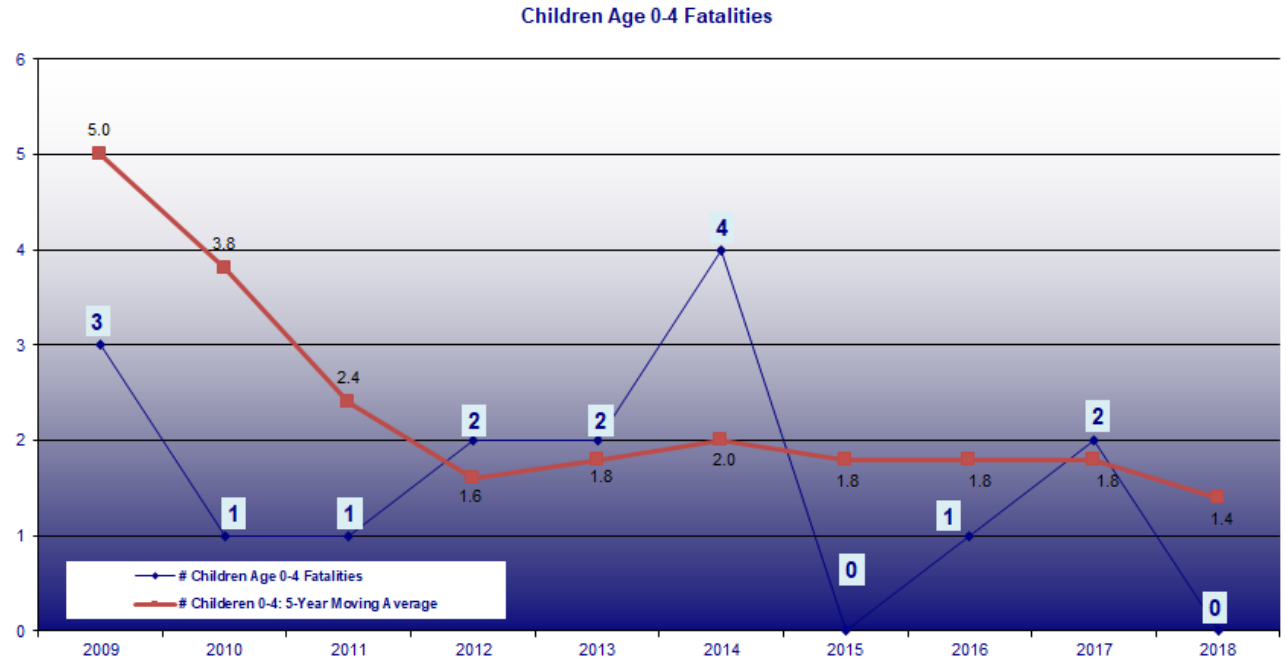
Performance Measure: A-1) Number of traffic fatalities of children Age 0-4 (FARS)



Progress: In Progress

Program-Area-Level Report

Nevada is on track to meet our 2019 performance target for fatalities from the previous fiscal year's HSP of a five-year moving average of 2.1 Children Age 0-4 fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's Children Age 0-4 fatalities has been 2 or less since 2015.



Performance Measure: C-C-1: The percentage of crash records with no missing critical data elements

Progress: Met

Program-Area-Level Report

Nevada established a new target for crash record completeness for 2019. This data began to be collected last year and Nevada is currently at 91% of records with all critical data elements and so we met the target of 90% of crash records to not be missing any critical data elements.

Performance Measure: I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file

Progress: In Progress

Program-Area-Level Report

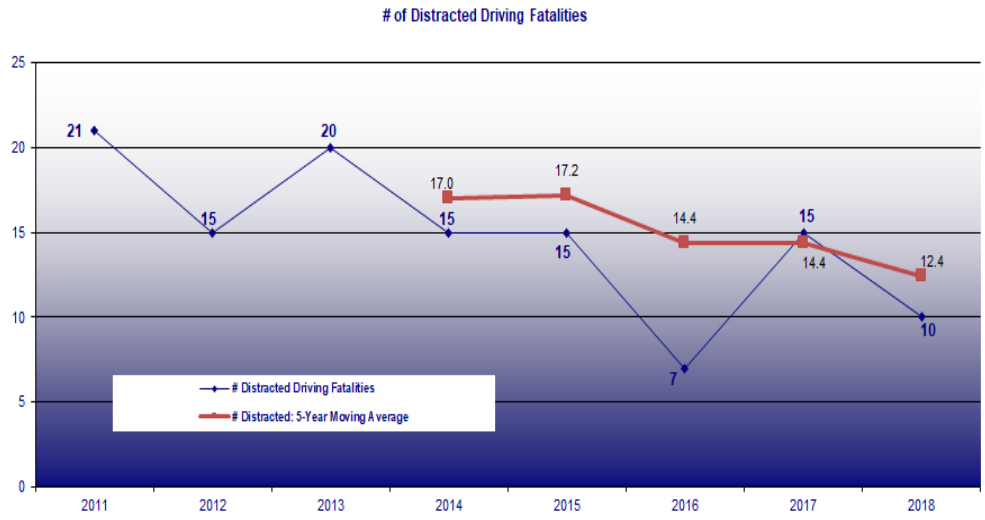
Nevada has made significant progress and is on track to meet our 2019 performance target for percentage linkage between the trauma file and crash file of 60%. This linkage has increased the last four years from 49 to 54 and is on track to meet 60% linkage in 2019.

Performance Measure: A-2) Number of traffic fatalities reported as distracted driving (State)

Progress: In Progress

Program-Area-Level Report

Nevada is making progress towards our 2019 performance target for distracted driving fatalities from the previous fiscal year's HSP of a five-year moving average of 11.0 fatalities for the years 2015 to 2019. As shown in the chart below, Nevada's preliminary distracted driving fatality number of 10 for 2018 is the second year out of the last three below the target.



Performance Measure: C-T-1) Traffic Records Crash Timeliness Median Days

Progress: In Progress

Program-Area-Level Report

Nevada is making progress towards the 2019 performance measure at 14 median days from the crash date to the date the crash report is entered into the NCATS database. This has been set with up to 7 days provided for the

law enforcement agency to approve the crash and transfer it to NDOT and an additional 7 days for NDOT Traffic Safety Engineering to review and clean the data and upload the crashes into NCATS.

Performance Measure: C-T-2) Percentage crash report entered into database within 30 days after the crash

Progress: Met

Program-Area-Level Report

Nevada met the performance target at 90 percent of crash reports entered into the database within 30 days after the crash with a current rate of 96%. The process had been 60, 90 days or longer over the last few years but a significant amount of effort has been focused on improving the electronic transfer of files between law enforcement agencies and NDOT.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	330.6
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	1088.6
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.214
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	71.5
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	97.2

6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	114.1
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	64.5
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	9.8
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	37.0
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	85.1
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	9.2
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	91.14
13	A-1) Number of traffic fatalities of children Age 0-4 (FARS)	5 Year	2016	2020	1.3
14	C-C-1: The percentage of crash records with no missing critical data elements	Annual	2020	2020	92

15	I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	Annual	2020	2020	62
16	A-2) Number of traffic fatalities reported as distracted driving (State)	5 Year	2016	2020	10.1
17	C-T-1) Traffic Records Crash Timeliness Median Days	Annual	2020	2020	12.00
18	C-T-2) Percentage crash report entered into database within 30 days after the crash	Annual	2020	2020	92

Performance Measure: C-1) Number of traffic fatalities (FARS)

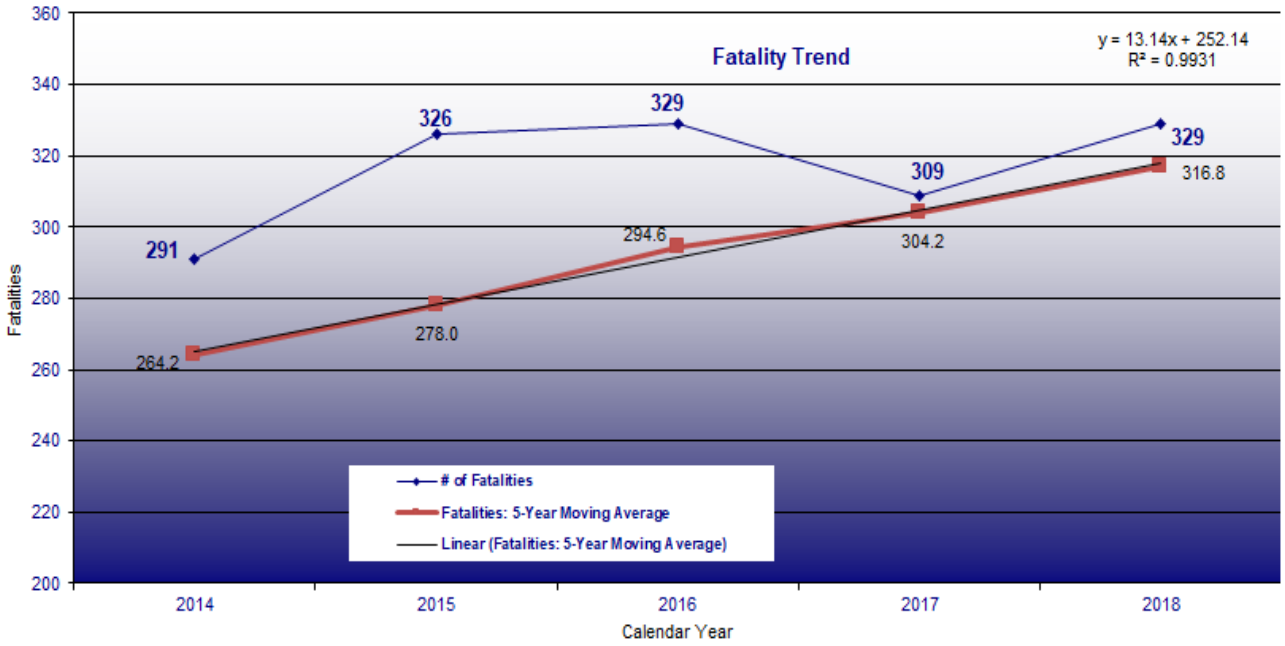
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	330.6	5 Year	2016

Performance Target Justification

The target of 330.6 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 390 fatalities in half by 2030. The current trend was projected through 2020 to be 344.1 fatalities and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of fatalities, the 5 year moving average and the trend line used.

The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.



Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# of Fatalities	291	326	329	309	329			
Fatalities: 5-Year Moving Average	264.2	278.0	294.6	304.2	316.8	331.0	344.1	330.6

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation
Nevada Department of Motor Vehicles
Nevada Department of Health and Human Services
Nevada Department of Education
Nevada Highway Patrol
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Carson Area Metropolitan Planning Organization
Tahoe Metropolitan Planning Organization
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

The fatality performance target has been coordinated through the Nevada SHSP to be identical to the State DOT target for this common performance measures that will be reported in the HSIP annual report.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	1088.6	5 Year	2016

Performance Target Justification

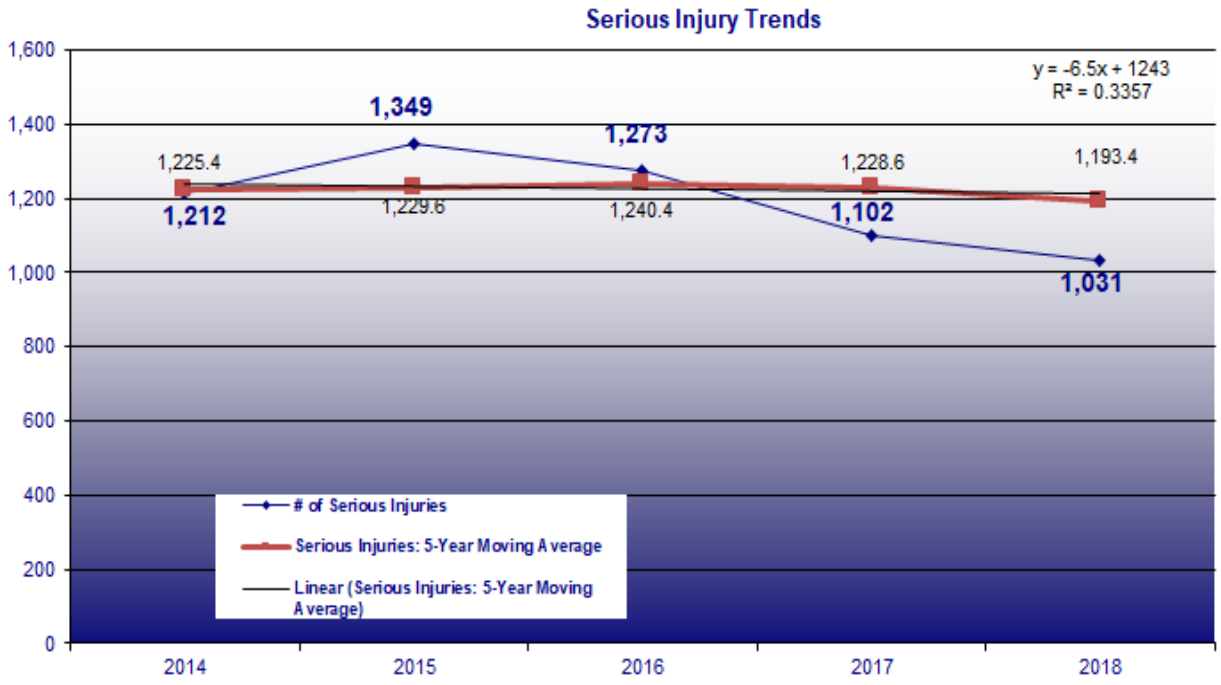
The target of 1,088.6 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 2039.0 serious injuries in half by 2030. The current trend was projected through 2020 to be 1,197.5 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of serious injuries and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of serious injuries, the 5 year moving average and the trend line. The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# of Serious Injuries	1,212	1,349	1,273	1,102	1,031			
Serious Injuries: 5-Year Moving Average	1,225.4	1,229.6	1,240.4	1,228.6	1,193.4	1,204.0	1,197.5	1088.6

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation

Nevada Department of Motor Vehicles



Nevada Department of Health and Human Services
Nevada Department of Education
Nevada Highway Patrol
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Carson Area Metropolitan Planning Organization
Tahoe Metropolitan Planning Organization
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

The fatality performance target has been coordinated through the Nevada SHSP to be identical to the State DOT target for this common performance measures that will be reported in the HSIP annual report.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

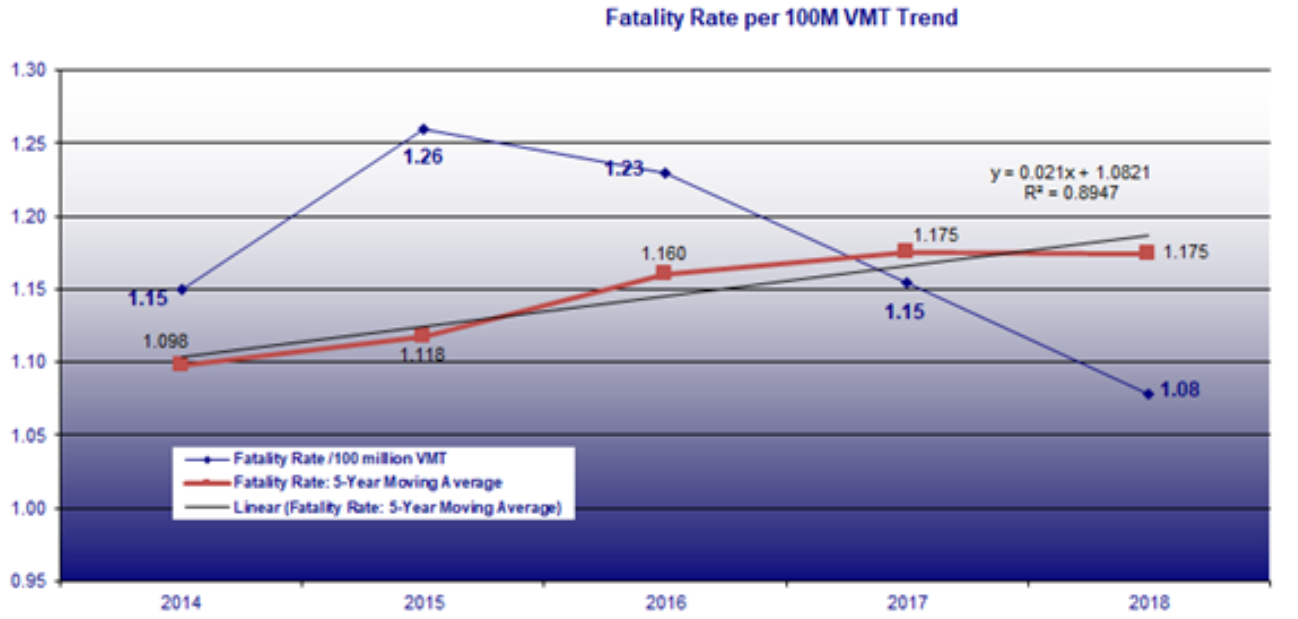
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

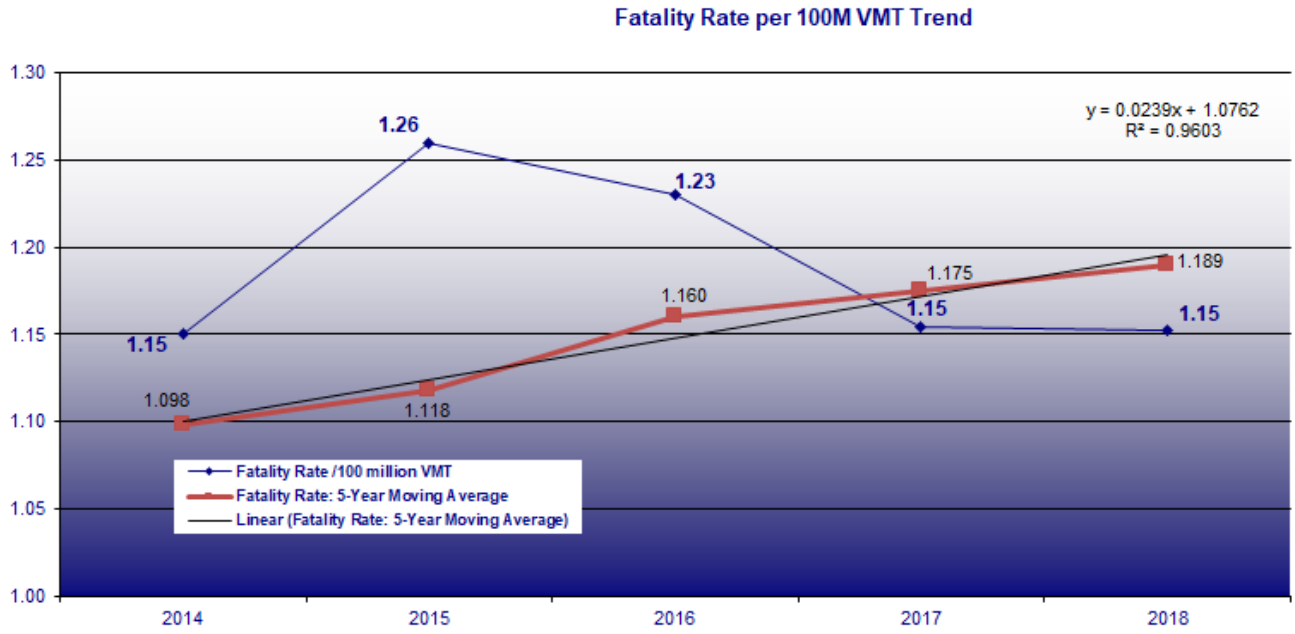
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.214	5 Year	2016

Performance Target Justification

The target of 1.201 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of a 1.844 fatality rate in half by 2030. The current trend was projected through 2020 to be 1.229 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of fatalities, the 5 year moving average and the trend line used.



The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target. The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target. The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies: Nevada Department of Transportation Nevada Department of Motor Vehicles Nevada Department of Health and Human Services Nevada Department of Education Nevada Highway Patrol Regional Transportation Commission of Southern Nevada Regional Transportation Commission of Washoe County Carson Area Metropolitan Planning Organization Tahoe Metropolitan Planning Organization Nevada Association of Counties Nevada Sheriffs' and Chiefs' Association Southern Nevada Health District Inter-Tribal Council of Nevada Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.



Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

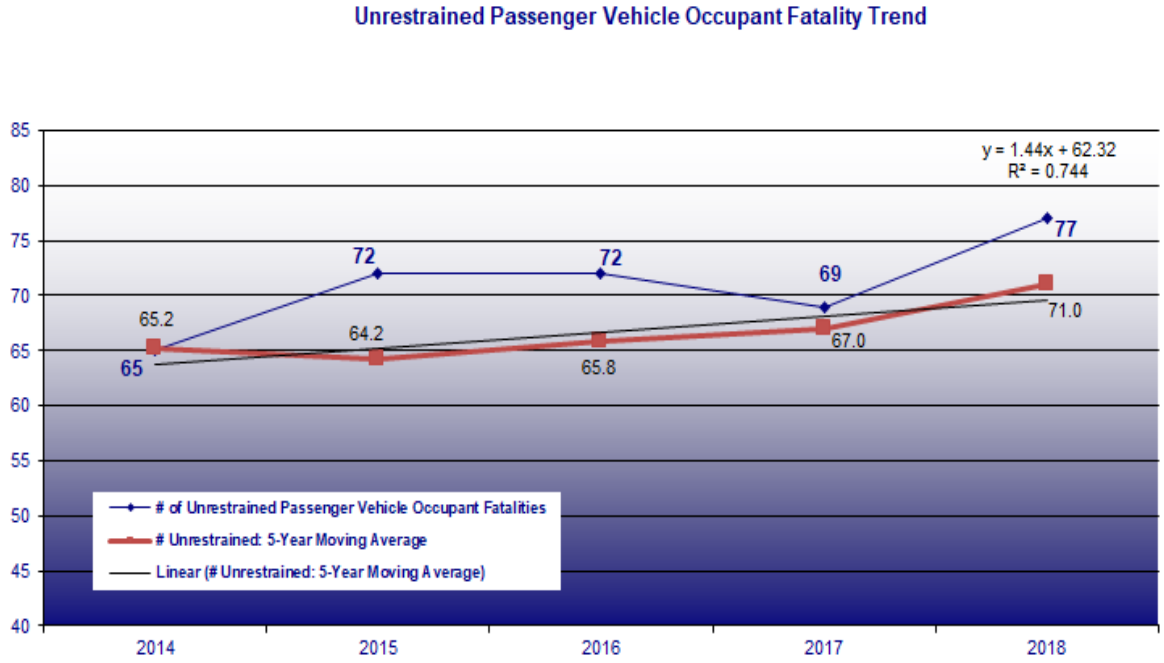
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	71.5	5 Year	2016

Performance Target Justification

The target of 71.5 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 125.0 unrestrained passenger vehicle occupant fatalities in half by 2030. The current trend was projected through 2020 to be 72.4 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of fatalities, the 5 year moving average and the trend line used.

The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.



Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# of Unrestrained Passenger Vehicle Occupant Fatalities	65	72	72	69	77			
# Unrestrained: 5-Year Moving Average	65.2	64.2	65.8	67.0	71.0	71.0	72.4	71.5

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation

Nevada Department of Motor Vehicles

Nevada Department of Health and Human Services

Nevada Department of Education

Nevada Highway Patrol

Regional Transportation Commission of Southern Nevada

Regional Transportation Commission of Washoe County

Carson Area Metropolitan Planning Organization

Tahoe Metropolitan Planning Organization
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

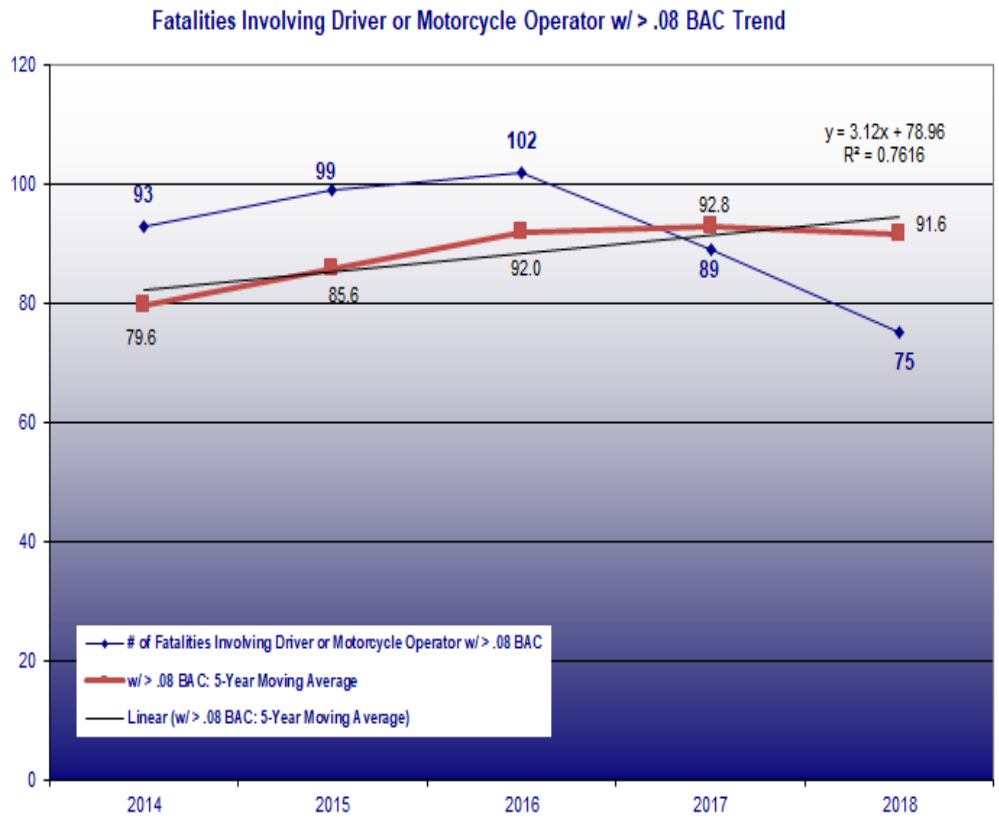
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	97.2	5 Year	2016

Performance Target Justification

The target of 97.2 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 123.0 fatalities involving a driver or motorcycle operator with a BAC of .08 or more in half by 2030. The current trend was projected through 2020 to be 100.8 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of alcohol impaired fatalities, the 5 year moving average and the trend line.

The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020



# of Fatalities Involving Driver or Motorcycle Operator w/ gt .08 BAC	93	99	102	89	75			
w/ gt .08 BAC: 5-Year Moving Average	79.6	85.6	92.0	92.8	91.6	97.7	100.8	97.2

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation

Nevada Department of Motor Vehicles

Nevada Department of Health and Human Services

Nevada Department of Education

Nevada Highway Patrol

Regional Transportation Commission of Southern Nevada

Regional Transportation Commission of Washoe County

Carson Area Metropolitan Planning Organization
Tahoe Metropolitan Planning Organization
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

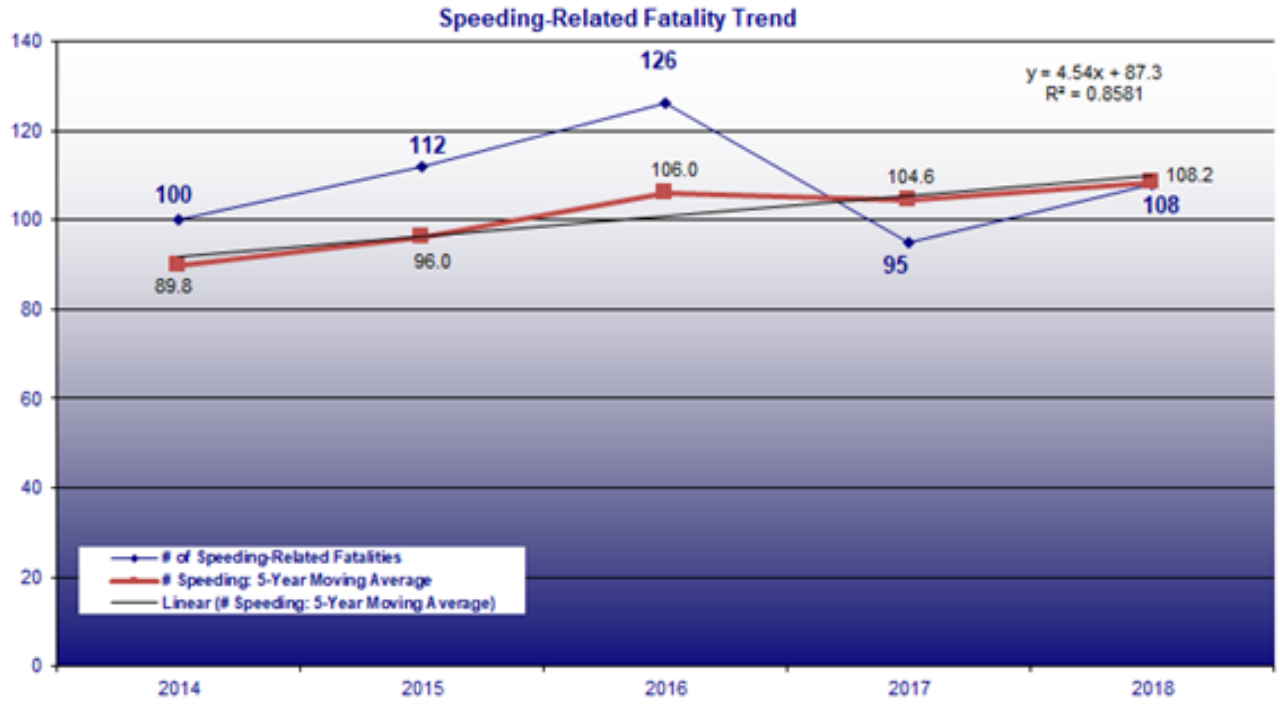
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	114.1	5 Year	2016

Performance Target Justification

The target of 114.1 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 128.8 speeding-related fatalities in half by 2030. The current trend was projected through 2020 to be 119.1 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of speeding-related fatalities, the 5 year moving average and the trend line.

The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# of Speeding-Related Fatalities	100	112	126	95	108			
# Speeding: 5-Year Moving Average	89.8	96.0	106.0	104.6	108.2	114.5	119.1	**114.1**



Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2020**
# of Speeding-Related Fatalities	100	112	126	95	108			
# Speeding: 5-Year Moving Average	89.8	96.0	106.0	104.6	108.2	114.5	119.1	**114.1**

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2020**
# of Speeding-Related Fatalities	100	112	126	95	108			
# Speeding: 5-Year Moving Average	89.8	96.0	106.0	104.6	108.2	114.5	119.1	**114.1**

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:Nevada Department of TransportationNevada Department of Motor VehiclesNevada Department of Health and Human ServicesNevada Department of EducationNevada Highway PatrolRegional Transportation Commission of Southern NevadaRegional Transportation Commission of Washoe CountyCarson Area Metropolitan Planning OrganizationTahoe Metropolitan Planning OrganizationNevada Association of CountiesNevada Sheriffs' and Chiefs' AssociationSouthern Nevada Health DistrictInter-Tribal Council of NevadaAdditional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of

that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

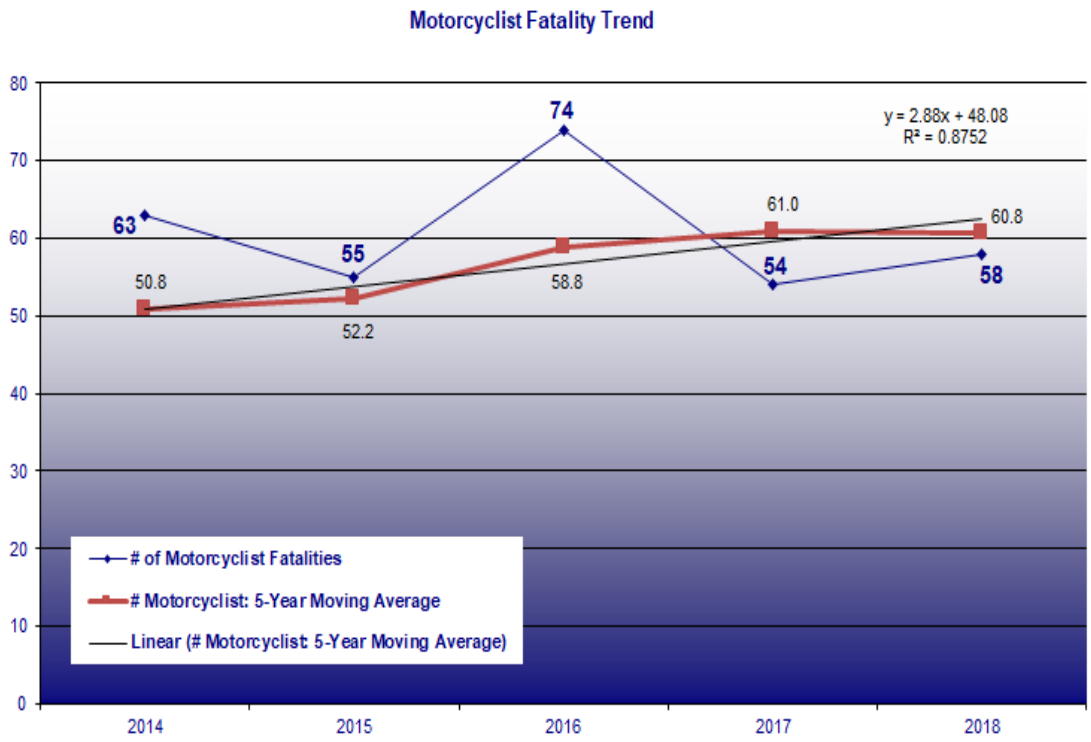
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	64.5	5 Year	2016

Performance Target Justification

The target of 64.5 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 53.6 fatalities in half by 2030. The current trend was projected through 2020 to be 68.2 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of motorcylist fatalities, the 5 year moving average and the trend line.



The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# of Motorcyclist Fatalities	63	55	74	54	58			
# Motorcyclist: 5-Year Moving Average	50.8	52.2	58.8	61.0	60.8	65.4	68.2	64.5

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation
Nevada Department of Motor Vehicles
Nevada Department of Health and Human Services
Nevada Department of Education
Nevada Highway Patrol
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Carson Area Metropolitan Planning Organization
Tahoe Metropolitan Planning Organization
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

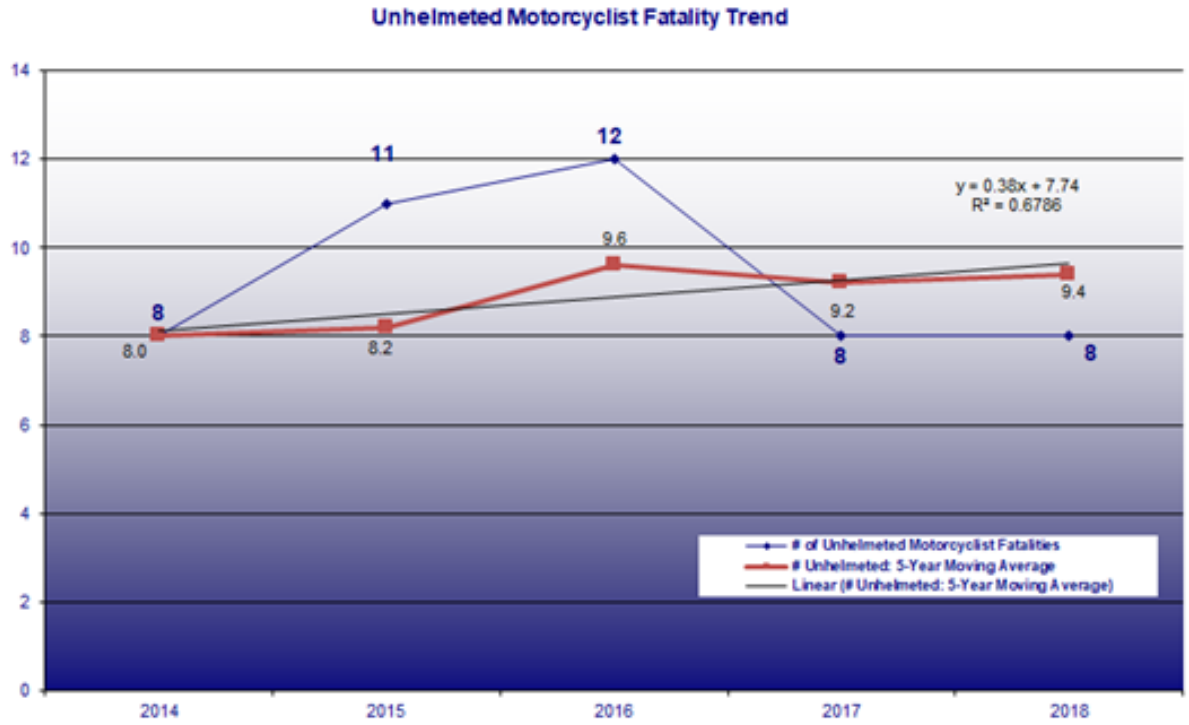
Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	9.8	5 Year	2016

Performance Target Justification

The target of 10.0 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 11.6 unhelmeted motorcyclist fatalities in half by 2030. The current trend was projected through 2020 to be 10.4 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of unhelmeted motorcyclist fatalities, the 5 year moving average and the trend line.



The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target. xx The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies: Nevada Department of Transportation Nevada Department of Motor Vehicles Nevada Department of Health and Human Services Nevada Department of Education Nevada Highway Patrol Regional Transportation Commission of Southern Nevada Regional Transportation Commission of Washoe County Carson Area Metropolitan Planning Organization Tahoe Metropolitan Planning Organization Nevada Association of Counties Nevada Sheriffs' and Chiefs' Association Southern Nevada Health District Inter-Tribal Council of Nevada Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.Nevada Department of Health and Human Services Nevada Department of Education Nevada Highway Patrol Regional Transportation Commission of Southern Nevada Regional Transportation Commission of Washoe County Carson Area Metropolitan Planning Organization Tahoe Metropolitan Planning Organization Nevada Association of Counties Nevada Sheriffs' and Chiefs' Association Southern Nevada Health District Inter-Tribal

Council of Nevada Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

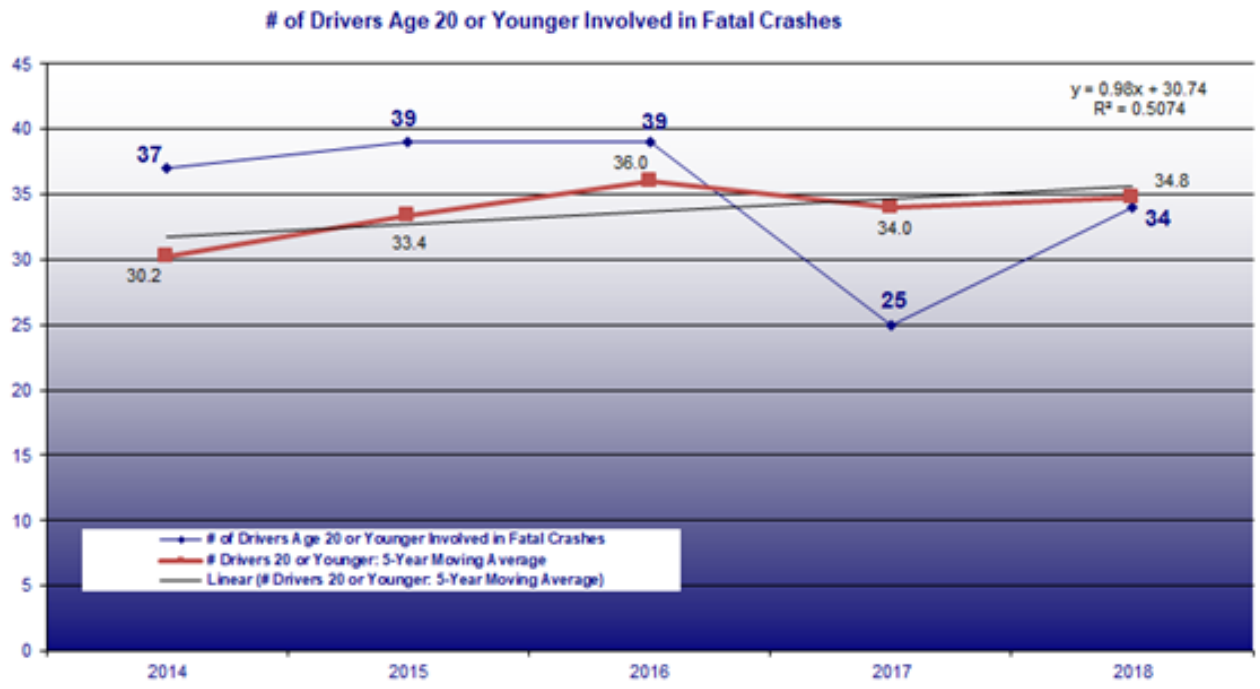
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	37.0	5 Year	2016

Performance Target Justification

The target of 37.0 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 62.2 Drivers Age 20 or Younger Involved in Fatal Crashes in half by 2030. The current trend was projected through 2020 to be 37.6 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of young driver fatalities, the 5 year moving average and the trend line used. inside of box



The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target. Crash Data / Trends Baseline Preliminary Trend Trend Target 2014 2015 2016 2017 2018 2019 2020 2020 # of Drivers Age 20 or Younger Involved in Fatal Crashes 37 39 39 25 34 # Drivers 20 or Younger: 5-Year Moving Average 30.2 33.4 36.0 34.0 34.8 36.6 37.6 37.0 The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies: Nevada Department of Transportation Nevada Department of Motor Vehicles Nevada Department of Health and Human Services Nevada Department of Education Nevada Highway Patrol Regional Transportation Commission of Southern Nevada Regional Transportation Commission of Washoe County Carson Area Metropolitan Planning Organization Tahoe Metropolitan Planning Organization Nevada Association of Counties Nevada Sheriffs' and Chiefs' Association Southern Nevada Health District Inter-Tribal Council of Nevada Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

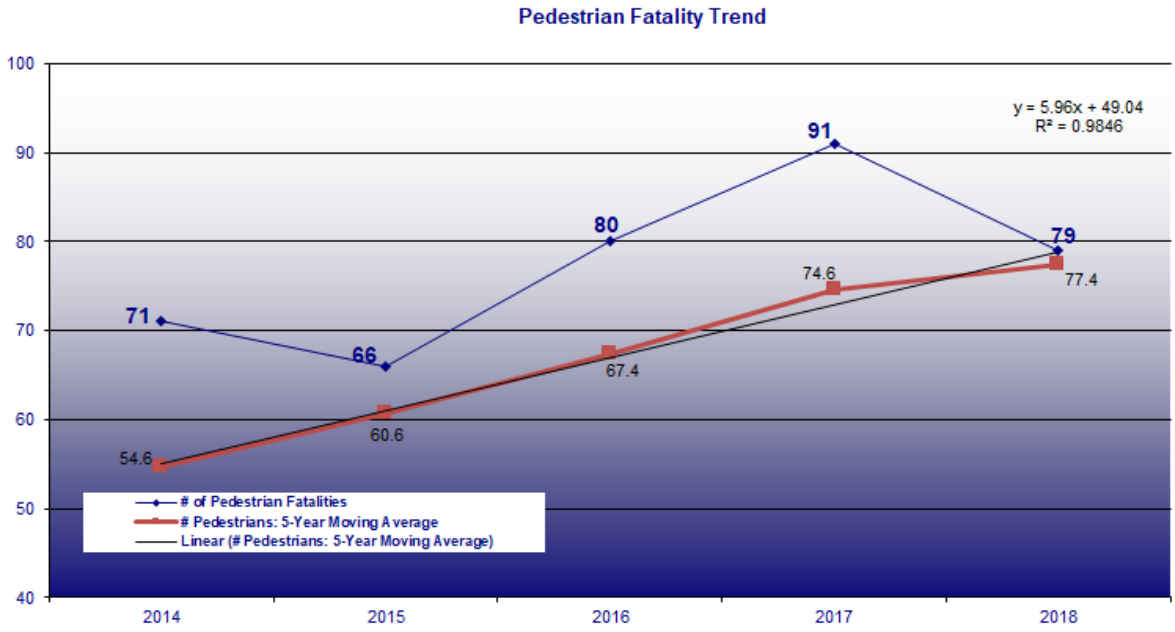
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	85.1	5 Year	2016

Performance Target Justification

The target of 85.1 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 56.4 pedestrian fatalities in half by 2030. The current trend was projected through 2020 to be 90.8 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of fatalities of pedestrians, the 5 year moving average and the trend line.
The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# of Pedestrian Fatalities	71	66	80	91	79			



# Pedestrians: 5-Year Moving Average	54.6	60.6	67.4	74.6	77.4	84.8	90.8	85.1

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation
Nevada Department of Motor Vehicles
Nevada Department of Health and Human Services
Nevada Department of Education
Nevada Highway Patrol
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Carson Area Metropolitan Planning Organization
Tahoe Metropolitan Planning Organization
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

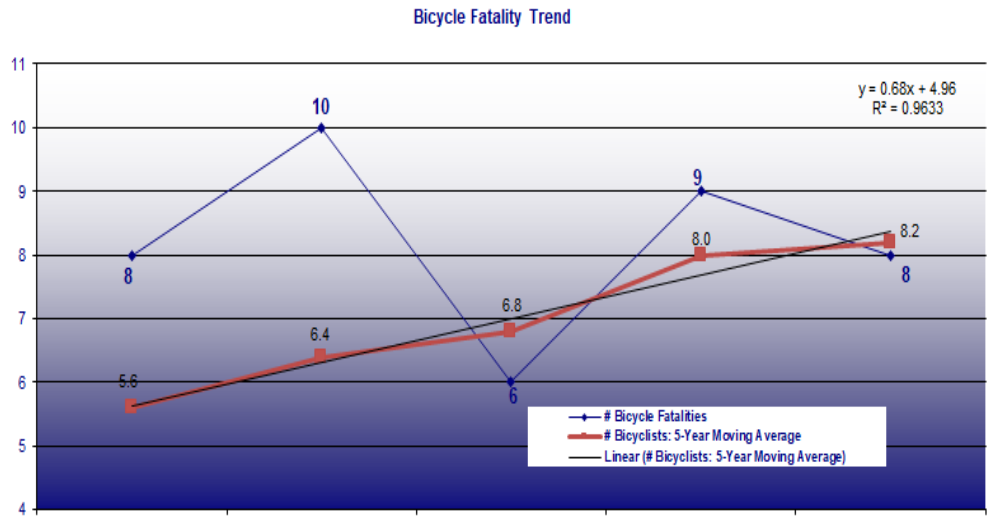
Performance Measure: C-11) Number of bicyclists fatalities (FARS)

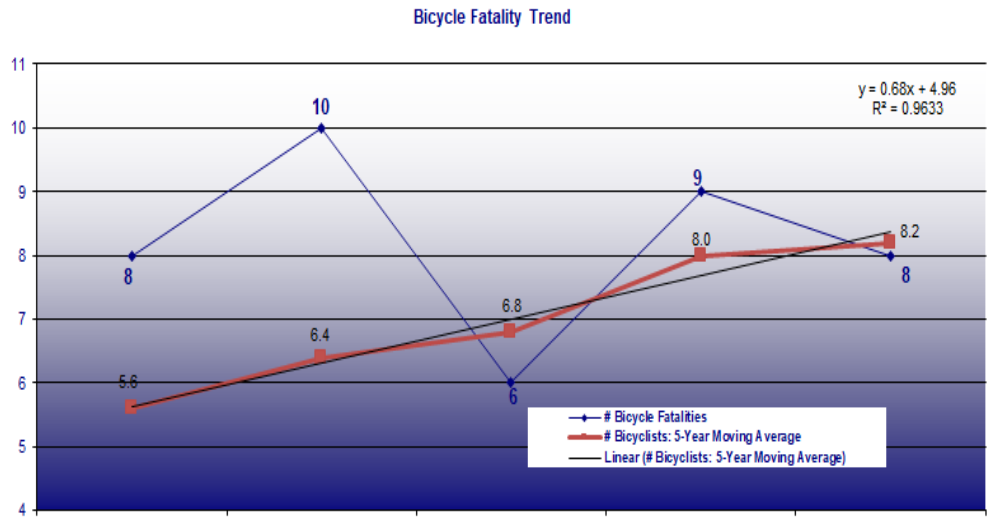
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	9.2	5 Year	2016

Performance Target Justification

[Delete from here...]The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies: Nevada Department of Transportation Nevada Department of Motor Vehicles Nevada Department of Health and Human Services Nevada Department of Education Nevada Highway Patrol Regional Transportation Commission of Southern Nevada Regional Transportation Commission of Washoe County Carson Area Metropolitan Planning Organization Tahoe Metropolitan Planning Organization Nevada Association of Counties Nevada Sheriffs' and Chiefs' Association Southern Nevada Health District Inter-Tribal Council of Nevada Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.[...to hereThe target of 9.2 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 7.4 bicyclist fatalities in half by 2030. The current trend was projected through 2020 to be 9.8 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of fatalities, the 5 year moving average and the trend line used.





The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# Bicycle Fatalities	8	10	6	9	8			
# Bicyclists: 5-Year Moving Average	5.6	6.4	6.8	8.0	8.2	9.0	9.7	**9.2**

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:Nevada Department of TransportationNevada Department of Motor VehiclesNevada Department of Health and Human ServicesNevada Department of EducationNevada Highway PatrolRegional Transportation Commission of Southern NevadaRegional Transportation Commission of Washoe CountyCarson Area Metropolitan Planning OrganizationTahoe Metropolitan Planning OrganizationNevada Association of CountiesNevada Sheriffs' and Chiefs' AssociationSouthern Nevada Health DistrictInter-Tribal Council of NevadaAdditional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.G

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

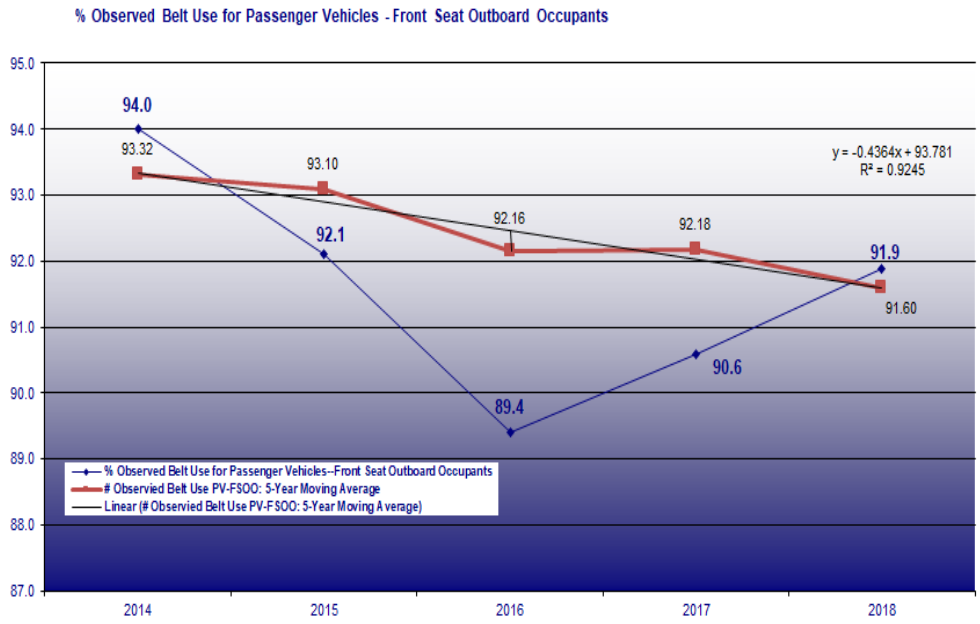
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	91.14	Annual	2020

Performance Target Justification

The target of 91.14 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 8.8 percent observed non seat belt use (91.2 observed use) in half by 2030. The current trend was projected through 2020 to be 90.73 and then an increase to the 2020 projection was calculated for a linear increase to meet the Interim Goal The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of fatalities, the 5 year moving average and the trend line used.



The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020

% Observed Belt Use for Passenger Vehicles --Front Seat Outboard Occupants	94.0	92.1	89.4	90.6	91.9			
# Observed Belt Use PV-FSOO: 5-Year Moving Average	93.32	93.10	92.16	92.18	91.60	91.16	90.73	91.14

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation
Nevada Department of Motor Vehicles
Nevada Department of Health and Human Services
Nevada Department of Education
Nevada Highway Patrol
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Carson Area Metropolitan Planning Organization
Tahoe Metropolitan Planning Organization
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

Performance Measure: A-1) Number of traffic fatalities of children Age 0-4 (FARS)

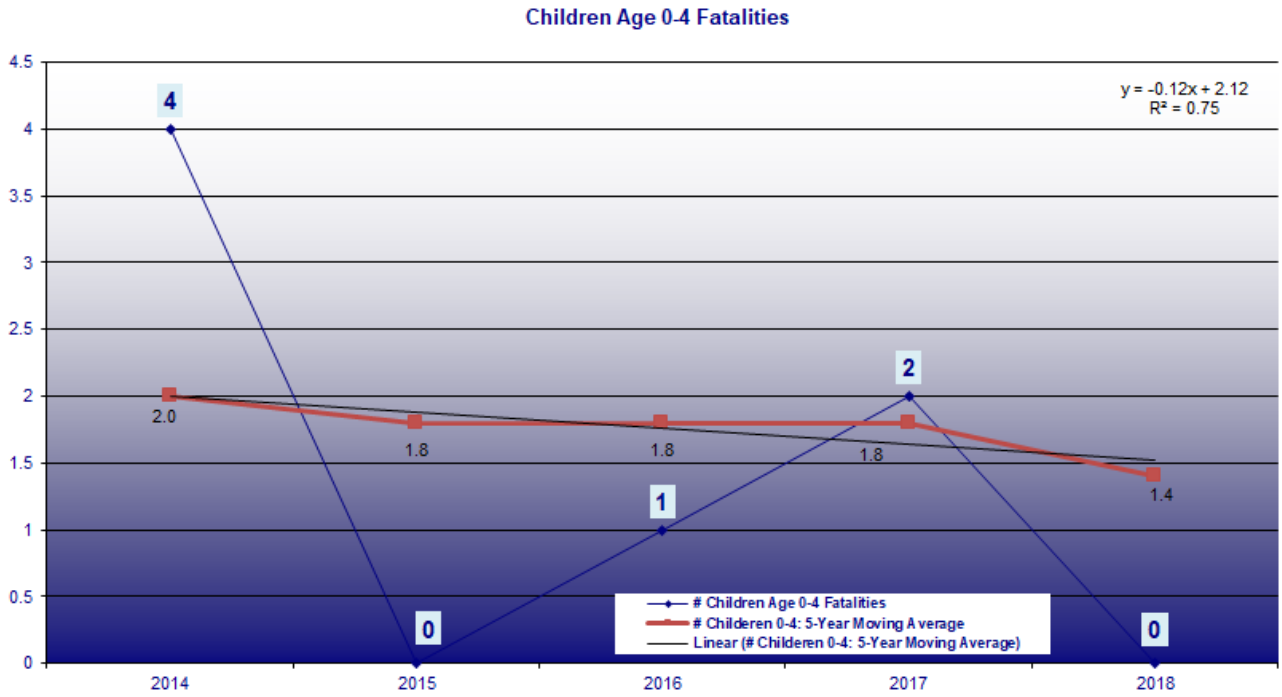
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

A-1) Number of traffic fatalities of children Age 0-4 (FARS)-2020	Numeric	1.3	5 Year	2016

Performance Target Justification

The target of 1.3 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 5.2 fatalities of children age 0 - 4 in half by 2030. The current trend was projected through 2020 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. Since the trend was below the Interim Goal, the 2020 trend was used for the target. The figure below shows the number of fatalities of children age 0 - 4, the 5 year moving average and the trend line.



The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# Children Age 0-4 Fatalities	4	0	1	2	0			

# Childeren 0-4: 5-Year Moving Average	2.0	1.8	1.8	1.8	1.4	1.4	1.3	1.3

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation
Nevada Department of Motor Vehicles
Nevada Department of Health and Human Services
Nevada Department of Education
Nevada Highway Patrol
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Carson Area Metropolitan Planning Organization
Tahoe Metropolitan Planning Organization
Nevada Association of Counties
Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

Performance Measure: C-C-1: The percentage of crash records with no missing critical data elements

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-C-1: The percentage of crash records with no missing critical data elements-2020	Percentage	92	Annual	2020

Primary performance attribute: Completeness

Core traffic records data system to be impacted: Crash

Performance Target Justification

Nevada is setting a 2020 performance measure target of 92% of crash records having all critical data elements by 2020. This target builds upon the new performance measure target of 90% that Nevada established for 2019 and is on track to meet.

Performance Measure: I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file-2020	Percentage	62	Annual	2020

Primary performance attribute: Integration

Core traffic records data system to be impacted: Emergency Medical Services/Injury Surveillance Systems

Performance Target Justification

Nevada has set the 2020 performance measure target at 62% for linkage between the appropriate records in the trauma database and the crash file. The last three years have had a 49, 50 and 51 percent linage rate and Nevada is on track to meet the 2019 target of 60%. This target for 2020 builds upon the recent improvements.

Performance Measure: A-2) Number of traffic fatalities reported as distracted driving (State)

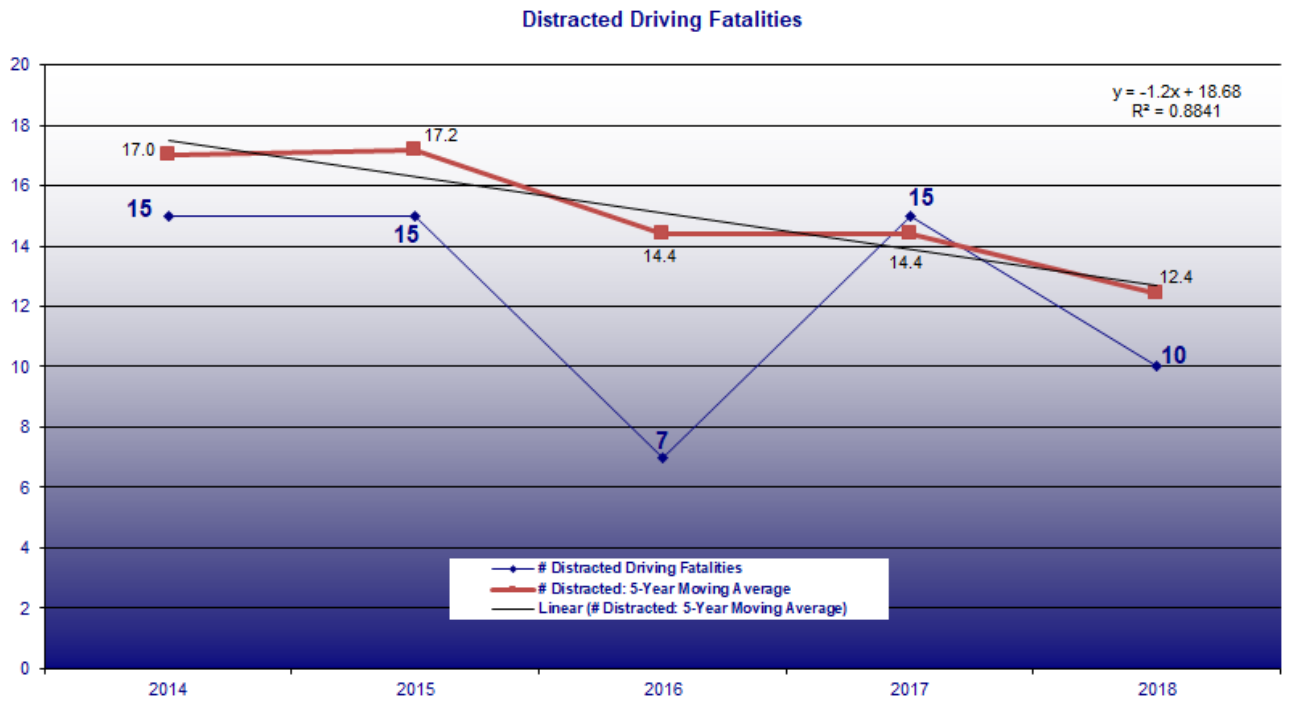
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
A-2) Number of traffic fatalities reported as distracted driving (State)-2020	Numeric	10.1	5 Year	2016

Performance Target Justification

The target of 10.1 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2010 to 2014 5 year moving average of 17.0 distracted driving fatalities in half by 2030 (2010 to 2014 was first year a five year moving average was available). The current trend was projected through 2020 to be 10.3 and then a reduction from the 2020 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2018 for both the actual number of fatalities and the 5 year moving average were reviewed. The linear trend of the 5 year moving average through 2018 had the highest correlation and was used to project the current trend through 2020. The figure below shows the number of distracted driving fatalities, the 5 year moving average and the trend line.

The following table includes the 2014 to 2018 number of fatalities, 5 year moving average, the projected 2019 and 2020 values and 2020 target.



Crash Data / Trends				Baseline	Preliminary	Trend	Trend	Target
	2014	2015	2016	2017	2018	2019	2020	2020
# Distracted Driving Fatalities	15	15	7	15	10			
# Distracted: 5-Year Moving Average	17.0	17.2	14.4	14.4	12.4	11.5	10.3	10.1

The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

Nevada Department of Transportation

Nevada Department of Motor Vehicles

Nevada Department of Health and Human Services

Nevada Department of Education

Nevada Highway Patrol

Regional Transportation Commission of Southern Nevada

Regional Transportation Commission of Washoe County

Carson Area Metropolitan Planning Organization

Tahoe Metropolitan Planning Organization

Nevada Association of Counties

Nevada Sheriffs' and Chiefs' Association
Southern Nevada Health District
Inter-Tribal Council of Nevada

Additional methods to set the target such as reviewing the trend in vehicle miles traveled, population growth or the impact from a strategic action were reviewed, however it was determined that all of that information is incorporated into the current 5 year moving average trend line and that we are aiming to have a reduction from that trend to meet our Interim Goal.

Performance Measure: C-T-1) Traffic Records Crash Timeliness Median Days

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-T-1) Traffic Records Crash Timeliness Median Days-2020	Numeric	12.00	Annual	2020

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

Performance Target Justification

Nevada has set the 2020 performance measure at 12 for the median number of number of days from the crash date to the date the crash report is entered into the NCATS database. This has been set with up to 5 days provided for the law enforcement agency to approve the crash and transfer it to NDOT and an additional 7 days for NDOT Traffic Safety Engineering to review and clean the data and upload the crashes into NCATS. This data transfer from law enforcement agencies to NDOT is on track to make significant progress on electronic transfers by the end of 2019 and put Nevada in position to meet this goal in 2020.

Performance Measure: C-T-2) Percentage crash report entered into database within 30 days after the crash

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-T-2) Percentage crash report entered into database within 30 days after the crash-2020	Percentage	92	Annual	2020

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

Performance Target Justification

Nevada has set its 2020 performance target at 92 percent of crash reports entered into the database within 30

days after the crash. The process had been over 60 days for a high percentage of crashes over the last few years but a significant amount of effort has been focused on improving the electronic transfer of files between law enforcement agencies and NDOT. This process is anticipated to be weekly or less for a majority of crashes by the end of 2019, which would put Nevada in position to exceed this target in 2020.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 1541

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 451

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 24,693

Fiscal Year A-3: 2018

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

Traffic safety is an every day issue, where one event can change the course of conversation. The communication program will balance a strategic focus on supporting behavioral areas of emphasis for the year, with ongoing efforts that support all behaviors by:

Maintaining high awareness of the Zero Fatalities brand, building on the baseline in place

ïIncrease public education and awareness of safe driving behaviors for motorists

ïDrive positive behavioral change that will result in a decrease in the total number of fatalities

ïShare campaign information with existing partners to support shared initiatives and increase effectiveness

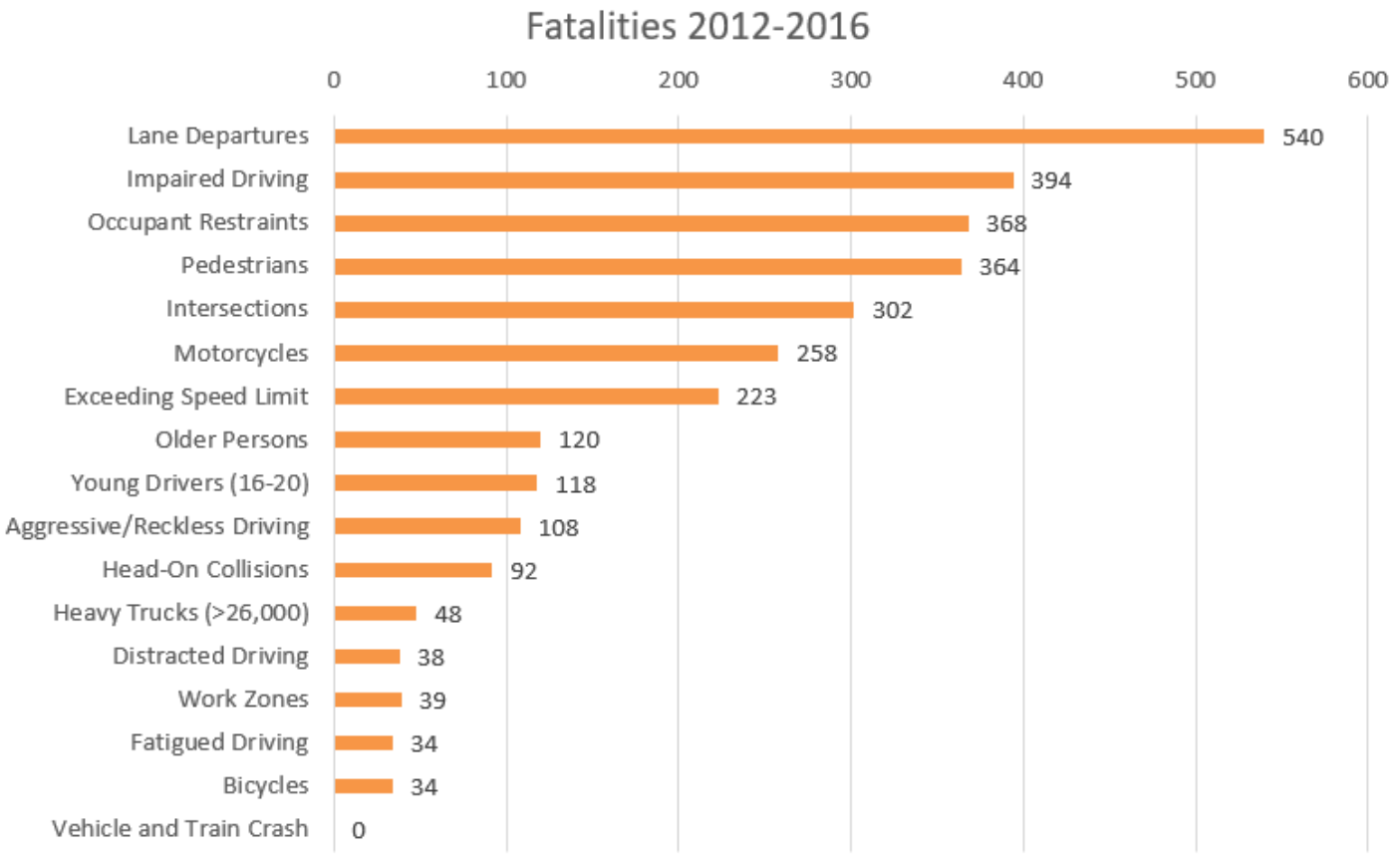
ïForge new and mutually beneficial partner relationships that will contribute to a culture of traffic and community safety

ïDevelop and grow a diverse network of organizations that are committed to the shared goal of Zero Fatalities, supporting community safety, public health, well-being and risk reduction.

ïCollaborate with partners to increase education and encourage behavioral change, helping to build a culture of traffic safety in Nevada and continually striving to eliminate fatalities and serious injuries on our roadways.

ïProvide opportunities for organizations to receive updated traffic safety training, focusing on the key factors contributing to crashes (e.g. impaired driving, occupant protection, pedestrian safety, distracted driving and intersection safety).The “Always On” approach will leverage an integrated mix of Paid + Earned + Owned + Partnerships to support initiatives. Some behaviors, such as Impaired

and Speed, will receive paid media, while others (bicycle safety, distracted driving, pedestrian safety, occupant protection, motorcycle safety and intersection safety) will receive coverage via owned and earned channels.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	330.6

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Outreach

Countermeasure Strategy: Communication Campaign

Program Area: Communications (Media)

Project Safety Impacts

Media and communications will be utilized to reduce traffic fatalities and serious injury crashes by raising awareness of critical traffic safety issues (HSP 2018 Performance Measures 1-14) and the need to change poor driver behavior. The OTS will coordinate and purchase behavior-altering public traffic safety announcements

and messaging that address: 1) impaired driving, 2) safety belt usage, 3) pedestrian safety, 4) motorcycle safety, and 5) distracted driving as well as other critical behaviors in an effort to establish a downward trend in fatalities and serious injuries. All campaigns are part of and support the State's Zero Fatalities mission.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach. The overarching goal will be to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

Increase or maintain seat belt usage in the 2020 observational survey

Reduce impaired driving crashes and fatalities in FY2020

Reduce pedestrian fatalities in FY2020

Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Communications and Outreach is recognized by "Countermeasures That Work" as an effective strategy.

Alcohol and Drug Impaired Driving 5.2

Seat Belts and Child Restraints 3.1, 3.2

Speeding 4.1

Distracted Driving 2.2

Motorcycle Safety 4.1, 4.2

Pedestrians 3.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Communications	Communications
Program Management	OTS Program Management

Planned Activity: Communications

Planned activity number: Communications

Primary Countermeasure Strategy ID:

Planned Activity Description

Mass Media, Outreach and Communications of Zero Fatalities Program, traffic safety emphasis areas (based on problem ID), and safe driving behaviors.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign
Outreach
Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$150,000.00	$37,500.00	$0.00
2020	Other	Other	$540,000.00		

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	

2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	
2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Communications (Media)

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management

Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	
2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Countermeasure Strategy: Outreach

Program Area: Communications (Media)

Project Safety Impacts

Communications and outreach strategies will be utilized to reduce traffic fatalities and serious injury crashes by making the public aware of behaviors that lead to traffic crashes and Nevada's Zero Fatalities goal.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State’s traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada’s Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration’s Countermeasures That Work publication. Communications and Outreach Strategies are recommended by “Countermeasures That Work” across multiple traffic safety areas. Seat Belts and Child Restraints, 6. Communications and Outreach

Speeding and Speed Management, 4. Communications and Outreach

Distracted and Drowsy Driving, 2. Communications and Outreach

Motorcycle Safety, 4. Communications and Outreach

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Communications	Communications
Outreach	Outreach

Planned Activity: Communications

Planned activity number: Communications

Primary Countermeasure Strategy ID:

Planned Activity Description

Mass Media, Outreach and Communications of Zero Fatalities Program, traffic safety emphasis areas (based on problem ID), and safe driving behaviors.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign
Outreach
Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$150,000.00	$37,500.00	$0.00
2020	Other	Other	$540,000.00		

Planned Activity: Outreach

Planned activity number: Outreach

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Native American Tribes

Community Organizations

Healthcare providers

Universities and Schools

Countermeasure strategies

Countermeasure Strategy
CPS Training and Installation
Outreach
Outreach

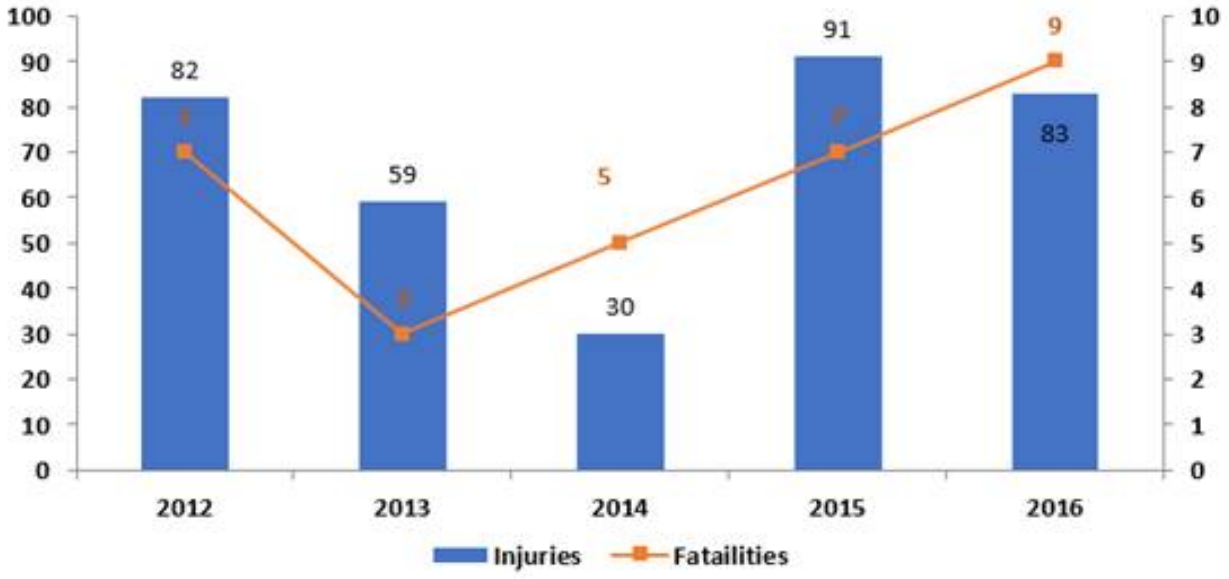
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Occupant Protection (FAST)			
2019	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	$4,000.00	$1,000.00	$0.00
2019	FAST Act NHTSA 402	Attitudinal Survey	$125,000.00	$31,250.00	$0.00
2019	FAST Act NHTSA 402	Safety Management (FAST)	$50,000.00	$12,500.00	$0.00
2020	Other	Other	$26,816.00		

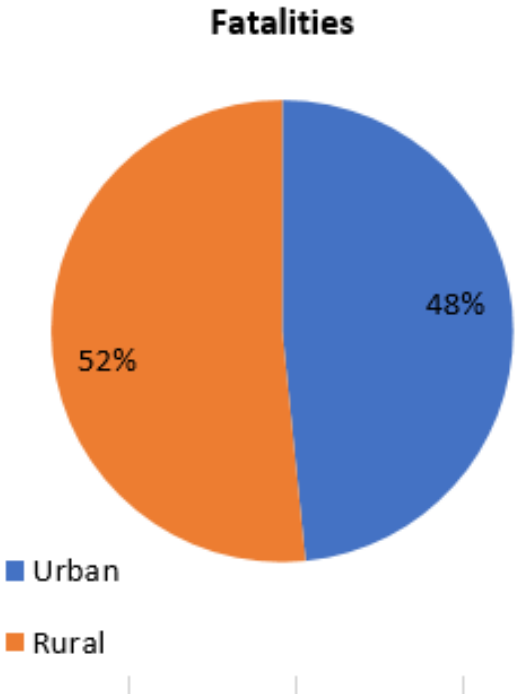
Program Area: Distracted Driving

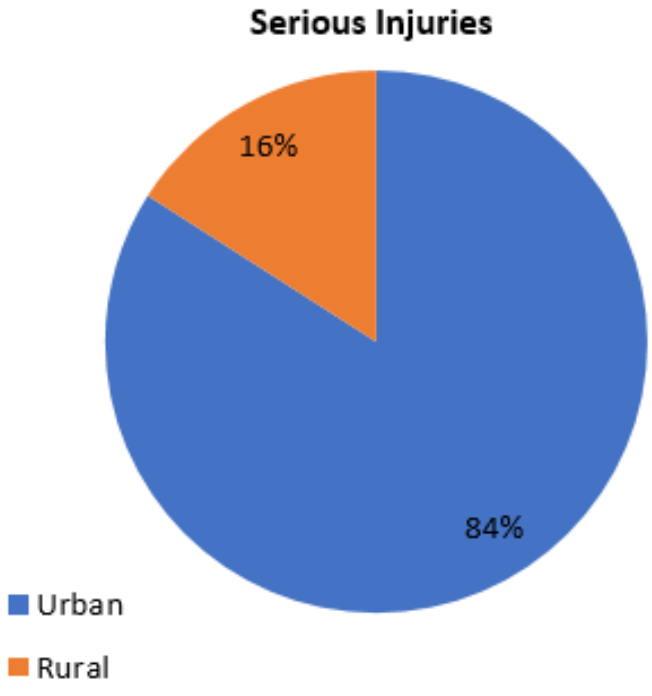
Description of Highway Safety Problems

From 2013 to 2016, 31 people lost their lives due to distracted driving, and 345 were seriously injured.

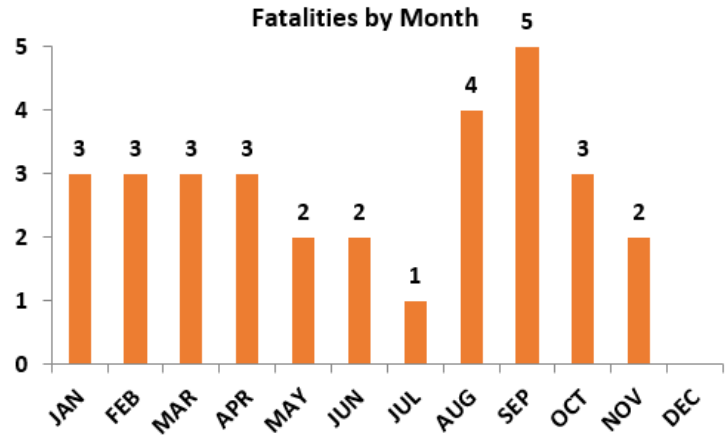


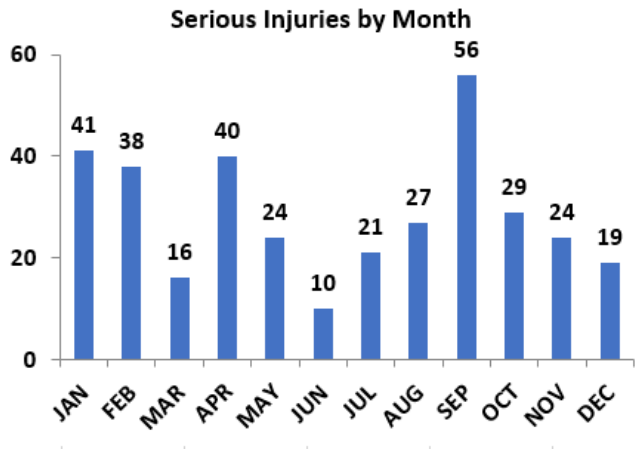
About half of the fatalities occurred in urban areas, while almost 85% of serious injuries were recorded in urban areas.

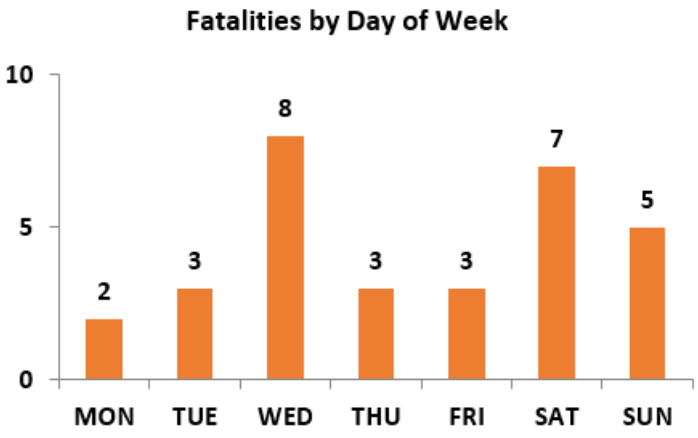


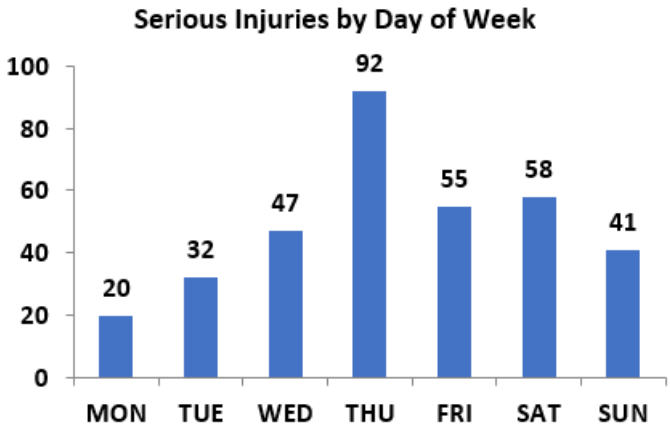


From 2013 to 2016, the highest number of fatalities and serious injuries were recorded during the month of September and the highest weekday was Thursday.



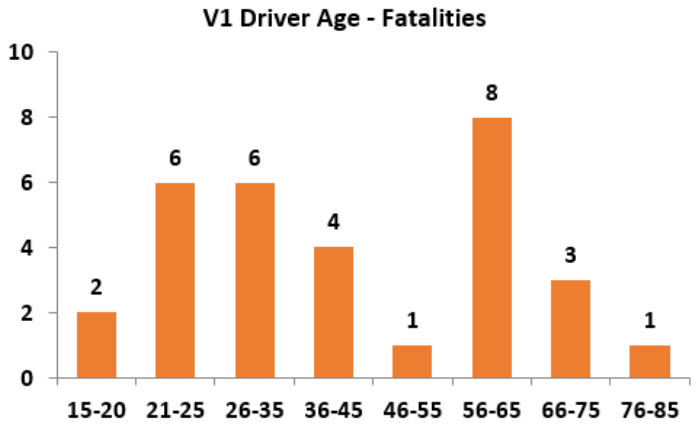


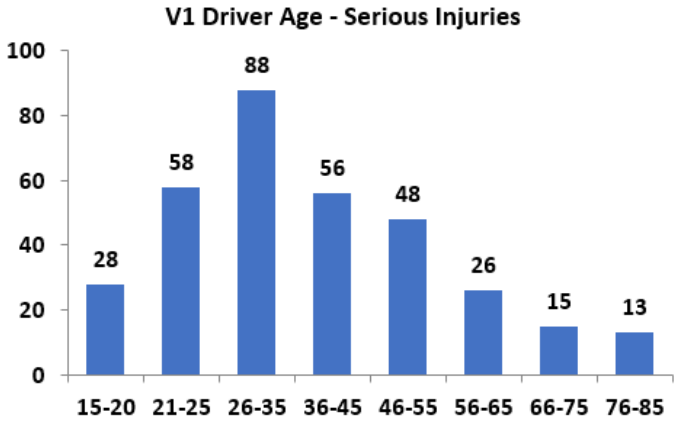




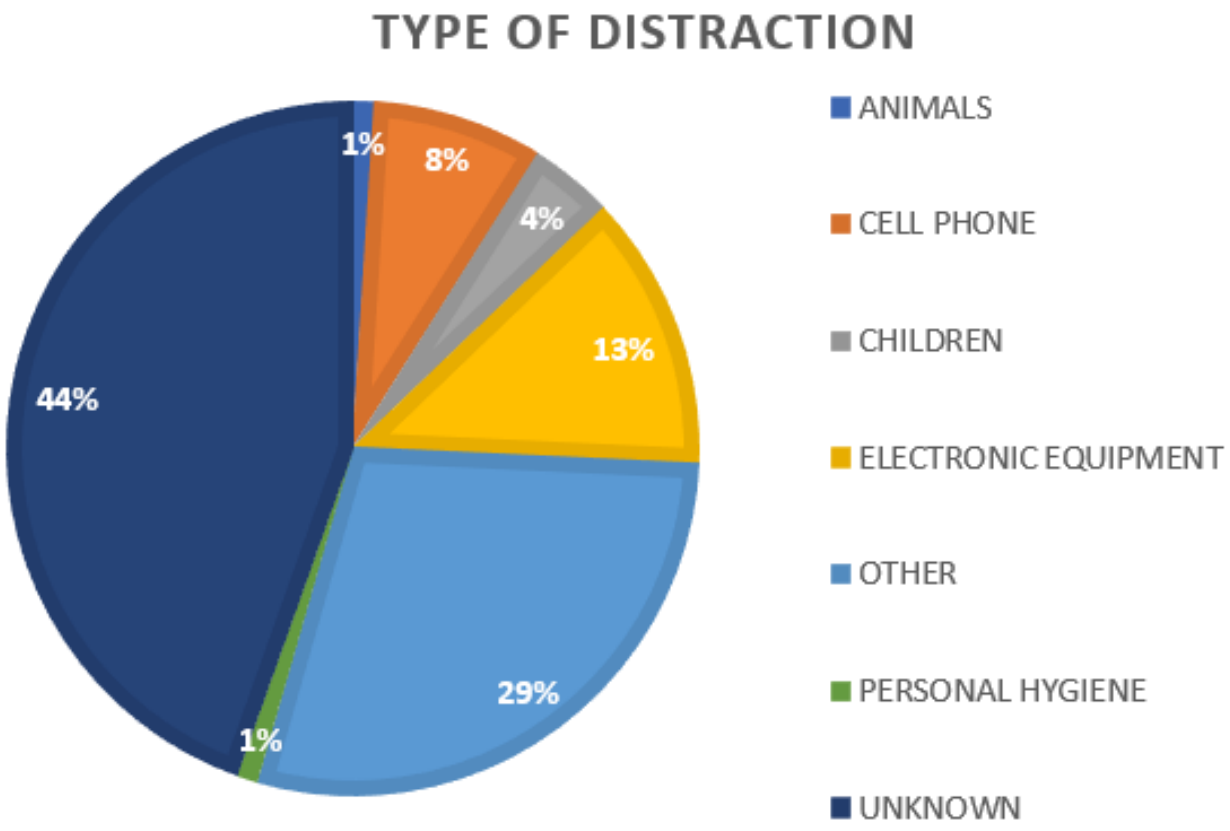
Drivers age 26-35 were responsible for the highest number of serious injuries.

Types of distraction include cell phones, electronic equipment (including GPS, radio/CD player), children and





animals, however, the highest percentage of type of distraction was “unknown.”

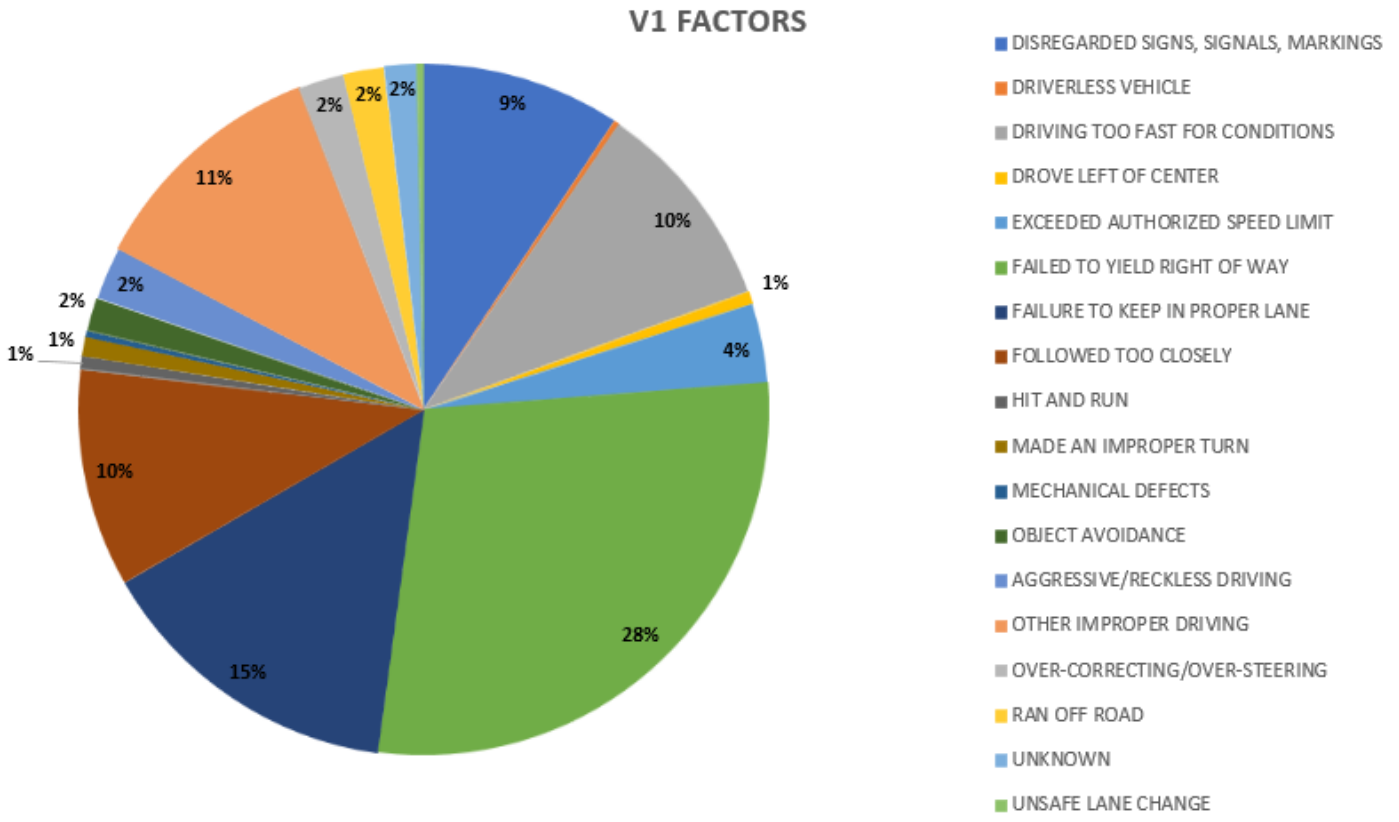


The most common vehicle factor for distracted driving fatalities and serious injuries is Failed to Yield Right of Way.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	A-2) Number of traffic fatalities reported as distracted driving (State)	2020	5 Year	10.1

Countermeasure Strategies in Program Area



Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement
Highway Safety Office Program Management
Work Zone Crash Reduction

Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program Area: Distracted Driving

Project Safety Impacts

Countermeasures That Work rates enforcement as effective in reduction of distracted driving. In 2018 distracted driving high visibility enforcement activities yielded 5,139 citations.

Linkage Between Program Area

Distracted driving continues to be a concern for users of Nevada's roadways. Citation information, along with input from law enforcement, informs OTS' decisions to fund distracted driving enforcement events. Although Nevada's cell phone use law was effective in 2011, the number of citations written during High Visible Enforcement (HVE) events for cell phone distracted driving violations has not significantly decreased. Distracted Driving was added to the State's HVE problem focus areas in 2012, and is a focus area of the State's Strategic Highway Safety Plan (SHSP). The SHSP action steps include increasing targeted enforcement and public education.

From 2012 to 2016 in Nevada 540 fatalities and 1,688 serious injuries occurred in lane departure crashes, primarily young male drivers in urban locations during daytime hours were involved. While not all of these can be attributed to distracted driving we believe that inattentiveness is a major contributing factor to lane

departure crashes.

Rationale

While crash and fatality data on distracted driving as a causal factor is incomplete and difficult to obtain, the number of citations given during enforcement events provides evidence that this continues to be an area of concern despite a ban on hand held cell phone use. Distracted driving enforcement is funded through Nevada OTS' statewide HVE program Joining Forces, and is conducted during National Distracted Driving month in April, along with additional enforcement periods in 201 in February and July.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-DD Enf	Distracted Driving HVE

Planned Activity: Distracted Driving HVE

Planned activity number: TSEP-DD Enf

Primary Countermeasure Strategy ID:

Planned Activity Description

Statewide coordinated high visibility enforcement of distracted driving laws by multiple law enforcement agencies. Up to six weeks of dedicated distracted driving HVE occur throughout the year, as well as continuing to be a focus area throughout all HVE mobilizations.

Intended Subrecipients

Law enforcement agencies statewide

Countermeasure strategies

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$315,000.00	$78,750.00	$312,500.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Distracted Driving

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc.

Countermeasure strategies and planned activities are selected to address the State’s traffic safety problem areas

and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	

2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	
2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Countermeasure Strategy: Work Zone Crash Reduction

Program Area: Distracted Driving

Project Safety Impacts

Fatal and non-fatal crash reduction in highway work zones via increasing driver awareness.

Linkage Between Program Area

This is a pilot project through Nevada Dept. of Transportation to test high speed portable rumble strips to alert drivers to reduced speeds and traffic queues in work zones. A device will be deployed in each of NDOTs regional construction areas. Pre deployment and post deployment survey of traffic speeds at entry of work zone, in addition to crash reduction, is the performance measure for device effectiveness.

Rationale

In 2017 there were 3 fatal crashes, and multiple non-fatal crashes, in road construction work zones across the State due primarily to distraction and speed. This activity proposes to reduce crashes through deployment of mobile high speed rumble strips in highway construction zones, particularly those zones located in remote areas and long stretches of high speed roads.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Work Zone Safety	Work Zone Safety Project

Planned Activity: Work Zone Safety Project

Planned activity number: Work Zone Safety

Primary Countermeasure Strategy ID:

Planned Activity Description

Deployment of mobile high speed rumble strips in highway construction zones to increase driver awareness and reduce speeds.

Intended Subrecipients

Nevada Department of Transportation

Countermeasure strategies

Countermeasure Strategy
Work Zone Crash Reduction

Funding sources

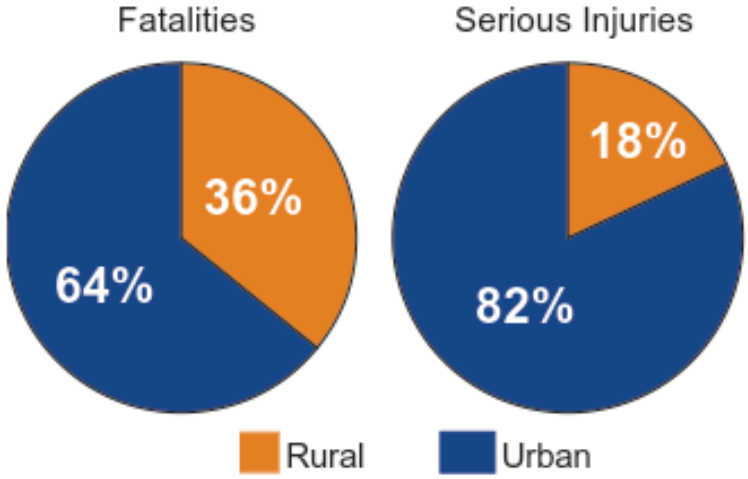
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Distracted Driving	$70,000.00	$17,500.00	$70,000.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

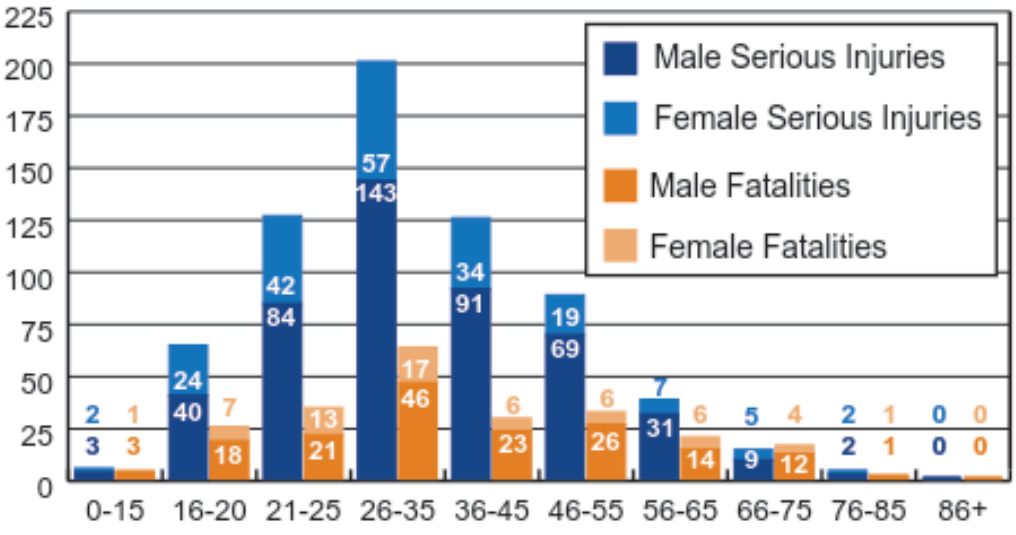
Between 2012 and 2016, 396 people lost their lives and 682 were seriously injured in impaired driving crashes on Nevada roadways.

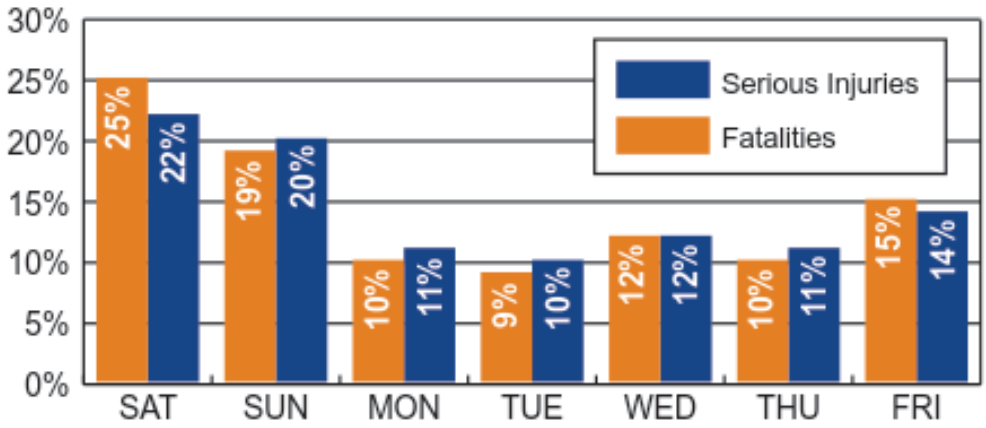
Between 2012 and 2016, 65% of impaired driving fatalities and serious injuries occurred in Clark County. Sixty-four percent of fatalities and 82% of the serious injuries occurred on urban roadways.



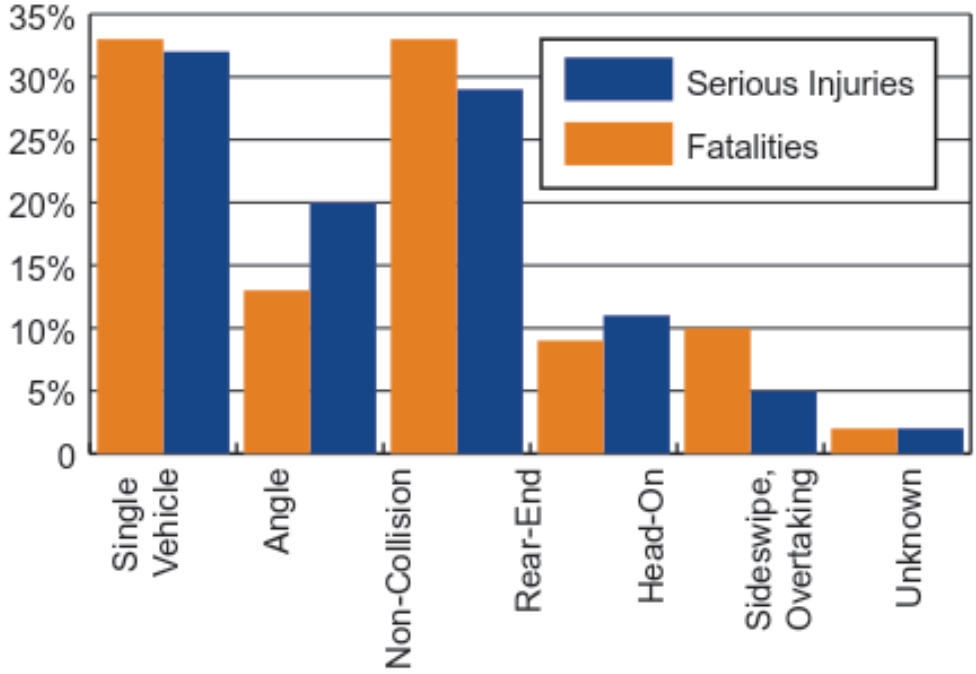
Male drivers aged 26 to 35 years old are involved in most impaired driving fatalities and serious injuries, followed by young male drivers aged 21 to 25 years old.

The highest proportion of impaired driving fatalities and serious injuries occurred during weekends.





Two-thirds of the impaired fatalities occurred in single vehicle crashes and non-collision crashes combined. A large portion of the impaired driving serious injuries occurred in single vehicle crashes followed closely by non-collision crashes.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	97.2

Countermeasure Strategies in Program Area

Countermeasure Strategy
DWI Courts
High Visibility Enforcement (Impaired)
Highway Safety Office Program Management
Judicial & Prosecutor Education
Law Enforcement Training

Countermeasure Strategy: DWI Courts

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

DWI Courts are rated as highly effective for reducing recidivism. With the passage of mandatory ignition interlock the specialty courts will need to assume an even stronger role in case management for DWI offenders. Funding for DWI Courts supports case management and coordination.

Linkage Between Program Area

Nevada Justice Courts handled 7,002 misdemeanor DUI cases and 561 Felony DUI cases in 2015. 48% of DUI charges resulted in a guilty finding. Nevada successfully funds DUI Courts in Las Vegas, Washoe County, and Carson City to provide assessment, treatment and intensive supervision of the impaired drivers during the length of time they actively participate in the program to help break the cycle of drug and/or alcohol addiction. They provide a critical balance of authority, supervision, support and encouragement as an alternative to incarceration for the DUI offender. The courts utilize the 10 Guiding Principles of DWI Courts. The DUI Courts reduce recidivism because the judge, prosecutor, probation staff, and treatment staff work together to ensure all requirements of the program are followed, while ensuring that underlying treatment issues are being addressed. Non-compliant offenders receive swift and immediate judicial or administrative action.

Rationale

Countermeasures That Work, Alcohol and Drug Impaired Driving, 3.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUI Specialty Courts	DUI Specialty Courts

Planned Activity: DUI Specialty Courts

Planned activity number: DUI Specialty Courts

Primary Countermeasure Strategy ID:

Planned Activity Description

The DUI Court Program is a court-supervised, comprehensive treatment program for misdemeanor DUI offenders. Operating under the 10 Key Components of the National Association of Drug Court Professionals (NADCP), the program's goal is to reduce DUIs and lower DUI recidivism among its participants through treatment intervention, alcohol/drug testing, court supervision, house arrest, and community supervision, along with drug/alcohol use monitoring technology. Funding is provided to support case management and coordination.

The Felony DUI Court offers repeat DUI offenders with no fewer than three DUI offenses who are facing a minimum one-year prison sentence to receive treatment instead of incarceration. Included in these programs are Mental Health Court and the Misdemeanor Treatment Court for high BAC misdemeanor cases to change behaviors and lower recidivism. DUI Court program expenses and treatment costs are paid by the offenders including house arrest (including SCRAM), ignition interlock devices, and substance abuse counseling.

Intended Subrecipients

Courts

Countermeasure strategies

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$140,000.00	$35,000.00	
2019	FAST Act NHTSA 402	Alcohol (FAST)	$60,000.00	$15,000.00	$0.00

Countermeasure Strategy: High Visibility Enforcement (Impaired)

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

High Visibility Enforcement will be utilized to reduce traffic fatalities and serious injury crashes by removing impaired drivers from the roads.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this

approach.

Rationale

High Visibility/Saturation patrol is recognized by “Countermeasures That Work” as an effective strategy.

Alcohol and Drug Impaired Driving: 2.2

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-ID Enf	Impaired Driving HVE
TSEP-Ped Enf	Ped & Motorist HVE

Planned Activity: Impaired Driving HVE

Planned activity number: TSEP-ID Enf

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement (Impaired)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$710,000.00	$177,500.00	

Planned Activity: Ped & Motorist HVE

Planned activity number: TSEP-Ped Enf

Primary Countermeasure Strategy ID:

Planned Activity Description

High visibility law enforcement directed at motorists and pedestrians

Intended Subrecipients

Law enforcement statewide

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement (Impaired)
High Visibility Enforcement (Pedestrian/Bike)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$155,000.00	$38,750.00	
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$225,000.00	$56,250.00	$222,500.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management

Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	
2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Countermeasure Strategy: Judicial & Prosecutor Education

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Judicial and Prosecutor Education will be utilized to reduce traffic fatalities and serious injury crashes by providing training to judges, prosecutors, and specialty court staff on best practices related to DUI court principles, diversion programs, ignition interlock and 24/7 program usage.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Jud/Pros Training	Judicial & Prosecutor Training

Planned Activity: Judicial & Prosecutor Training

Planned activity number: Jud/Pros Training

Primary Countermeasure Strategy ID:

Planned Activity Description

Training/education for judges, court staff, prosecutors.

Intended Subrecipients

Nevada Office of Traffic Safety. OTS works with courts and district attorney offices to identify and support training specific to DUI best practices.

Washoe County District Attorney's Office

Office of the Attorney General

Countermeasure strategies

Countermeasure Strategy
Judicial & Prosecutor Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$180,000.00	$45,000.00	
2019	FAST Act NHTSA 402	Traffic Courts (FAST)	$50,000.00	$12,500.00	$0.00

Countermeasure Strategy: Law Enforcement Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Law enforcement training will be utilized to reduce traffic fatalities and serious injury crashes by providing specialized skills needed to detect, arrest, and collect evidence for impaired driving.

Alcohol-related crashes account for almost 20% of Nevada’s traffic-related deaths and 39% of serious injuries each year. Between 2011 and 2015, 341 people lost their lives and 780 were seriously injured in impaired driving crashes on Nevada roadways. Strategies adopted in the Strategic Highway Safety Plan include:

Maximize DUI enforcement through training, coordination, education, and funding

Aggressively reduce impaired driving through educational campaigns, training, and events

Eliminate repeat DUI offenses through successful existing programs and innovative new programs

Understand and address the increase in quotunder the influence of other substancesquot crashes

It is critical to public safety to continue to train front line officers, and other within the law enforcement community with specialized and advanced skills to effectively detect, detain, describe, and collect evidence of impaired driving.

Linkage Between Program Area

Law Enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs. Nevada must prepare its law enforcement officers beyond the basic NHTSA 24 hour Standardized Field Sobriety Testing (SFST) course that Nevada officers receive.
Advanced Roadside Impaired Driving Education (ARIDE) has become a top priority to identify and provide evidence of impairment in DUI arrests. OTS funds ARIDE classes statewide for Nevada's law enforcement officers and encourages prosecutors to attend. In addition to a SFST refresher course, officers also learn about the seven drug categories as well as case preparation to strengthen prosecution of impaired driving cases. ARIDE certification is recommended prior to entering the 80-hour Drug Recognition Expert (DRE) course. DRE certification is critical to law enforcement's ability to identify drug impairment and to provide effective testimony in the prosecution of cases with suspected drugged driving with the limitations of toxicology testing. Forensic lab work includes a standard screen for the most commonly encountered drugs, but there are always emerging synthetic drugs new to the market. Blood tests may detect the presence of a substance, but the tests alone measure the quantity of substance ingested but not whether it is sufficient to cause impairment in an individual. The goal is to train 20-30 additional DRE students per year and provide ongoing continuing education to help officers maintain their DRE certification.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Law enforcement training is recognized by "Countermeasures That Work" as an effective strategy. Alcohol and Drug Impaired Driving 2. Deterrence: Enforcement.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUI LE Training	DUI/DUID Law Enforcement Training

Planned Activity: DUI/DUID Law Enforcement Training

Planned activity number: DUI LE Training

Primary Countermeasure Strategy ID:

Planned Activity Description

Statewide DUI/DUID training in DRE, ARIDE and comprehensive marijuana detection and prosecution knowledge delivered in person and via electronic trainings to law enforcement and prosecutors.

Intended Subrecipients

Office of the Attorney General

Nevada Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Training

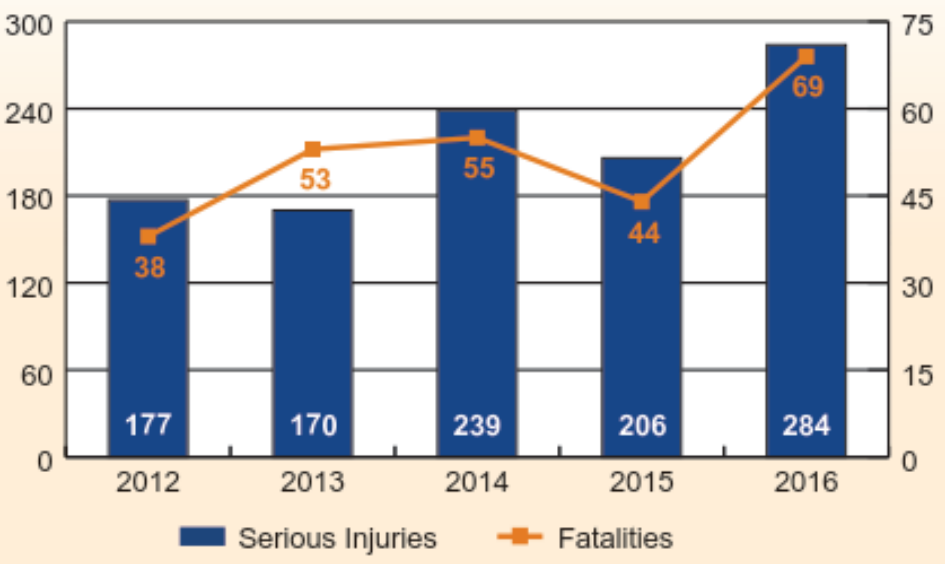
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)			
2019	FAST Act NHTSA 402	Alcohol (FAST)	$38,000.00	$9,500.00	$0.00

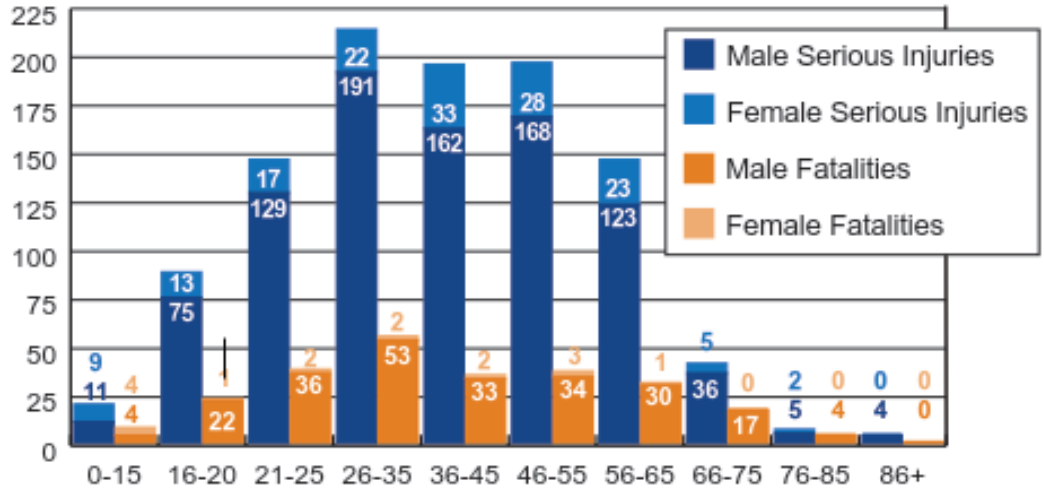
Program Area: Motorcycle Safety

Description of Highway Safety Problems

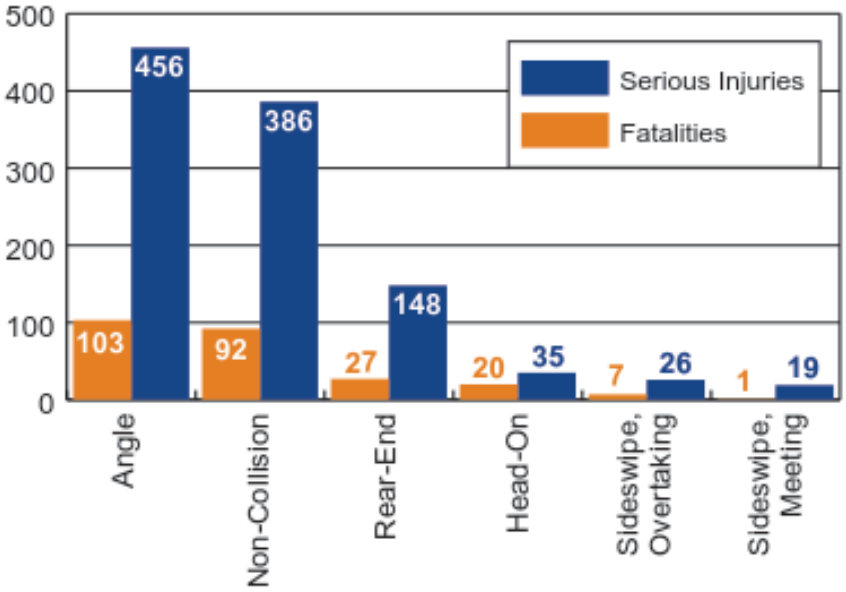
From 2012 to 2016, a total of 259 people lost their lives in motorcycle-related crashes and 1,076 were seriously injured on Nevada's roadways.



Male drivers (26 to 35) are most likely to be involved in motorcycle-related fatalities and serious injuries.



The majority of motorcycle-related fatalities and serious injuries were angle and non-collision (single vehicle) crashes followed by rear-end crashes.



62% of fatalities and serious injuries occurred during daylight hours, 34% occurred in the dark.

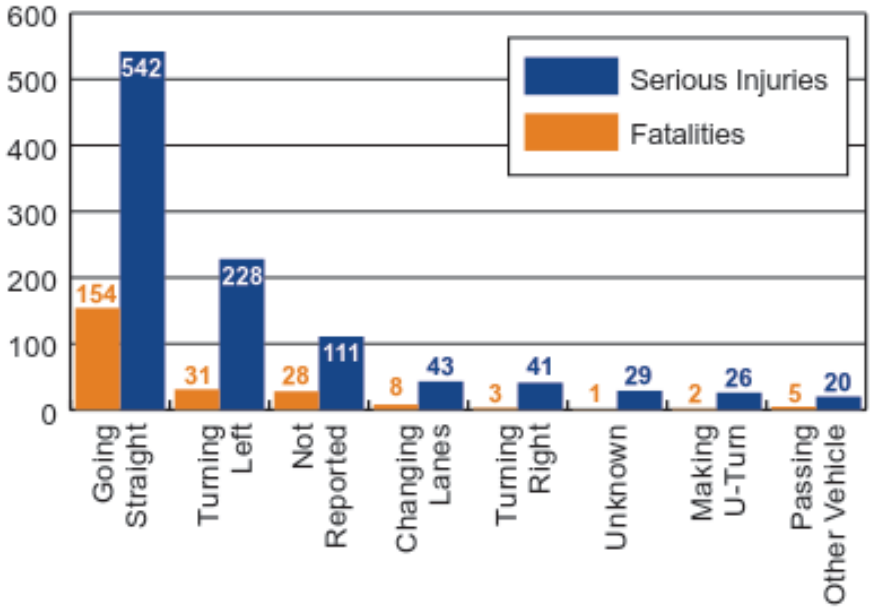
Between 2012 and 2016, almost three-quarters (74 percent) of the motorcycle-related fatalities and serious injuries occurred in Clark County. The majority of motorcycle-related fatalities and serious injuries occurred when the vehicle was going straight, followed by turning left.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	64.5
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	9.8

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign



Highway Safety Office Program Management
Motorcycle Rider Training

Countermeasure Strategy: Communication Campaign

Program Area: Motorcycle Safety

Project Safety Impacts

Media and communications will be utilized to reduce traffic fatalities and serious injury crashes by raising awareness of critical traffic safety issues (HSP 2018 Performance Measures 1-14) and the need to change poor driver behavior. The OTS will coordinate and purchase behavior-altering public traffic safety announcements and messaging that address: 1) impaired driving, 2) safety belt usage, 3) pedestrian safety, 4) motorcycle safety, and 5) distracted driving as well as other critical behaviors in an effort to establish a downward trend in fatalities and serious injuries. All campaigns are part of and support the State's Zero Fatalities mission.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach. The overarching goal will be to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

Increase or maintain seat belt usage in the 2019 observational survey

Reduce impaired driving crashes and fatalities in FY2019

Reduce pedestrian fatalities in FY2019

Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National

Highway Traffic Safety Administration's Countermeasures That Work publication. Communications and Outreach is recognized by "Countermeasures That Work" as an effective strategy.

Alcohol and Drug Impaired Driving 5.2

Seat Belts and Child Restraints 3.1, 3.2

Speeding 4.1

Distracted Driving 2.2

Motorcycle Safety 4.1, 4.2

Pedestrians 3.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Communications	Communications

Planned Activity: Communications

Planned activity number: Communications

Primary Countermeasure Strategy ID:

Planned Activity Description

Mass Media, Outreach and Communications of Zero Fatalities Program, traffic safety emphasis areas (based on problem ID), and safe driving behaviors.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign
Outreach
Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$150,000.00	$37,500.00	$0.00
2020	Other	Other	$540,000.00		

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Motorcycle Safety

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	

2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	
2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Countermeasure Strategy: Motorcycle Rider Training

Program Area: Motorcycle Safety

Project Safety Impacts

Motorcycle rider training will be utilized to reduce traffic fatalities and serious injury crashes by providing skills development, risk awareness, and safety education to motorcycle riders.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Motorcycle rider training is recognized by "Countermeasures That Work" as an effective strategy.

Motorcycle Safety 3.2

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M/C Training Pgm	Motorcycle Training Programs

Planned Activity: Motorcycle Training Programs

Planned activity number: M/C Training Pgm

Primary Countermeasure Strategy ID:

Planned Activity Description

Activities support the State's comprehensive motorcyclist training program, including education of instructors, training classes, and training and education of at-risk motorcyclist populations.

Intended Subrecipients

Nevada Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

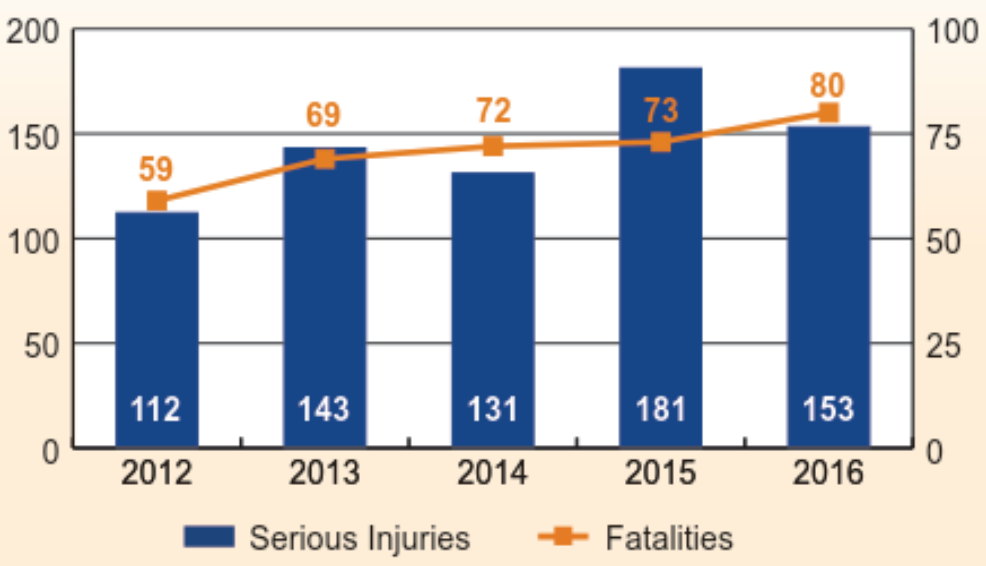
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	$33,874.00	$8,468.50	
	Other				

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

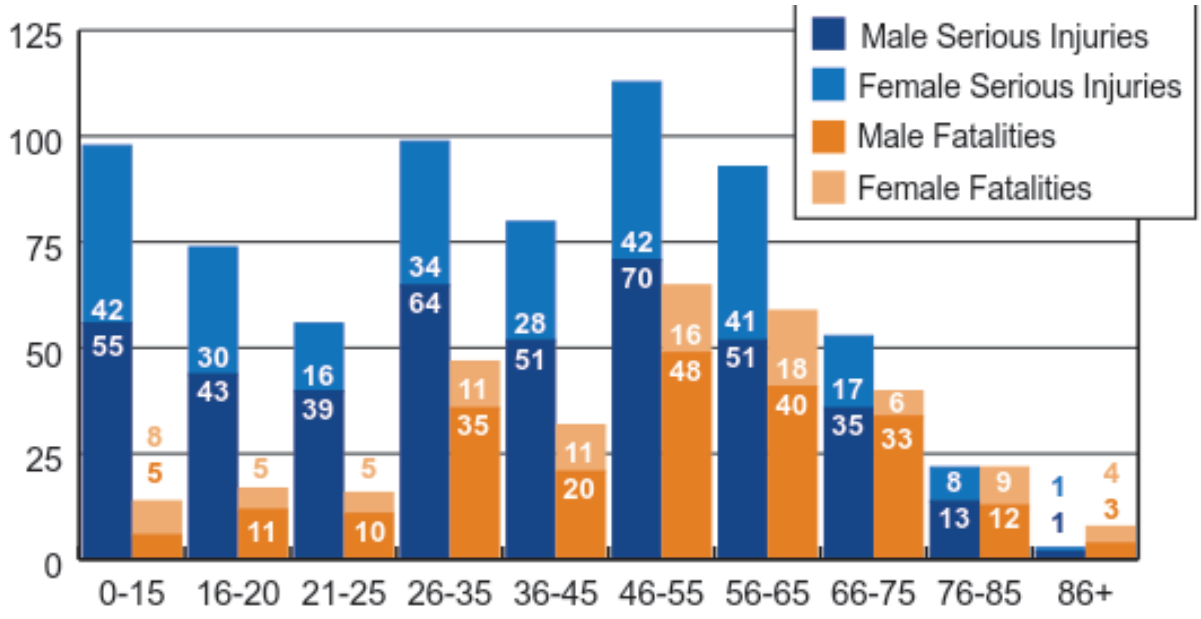
This information pertains to Pedestrian Safety.

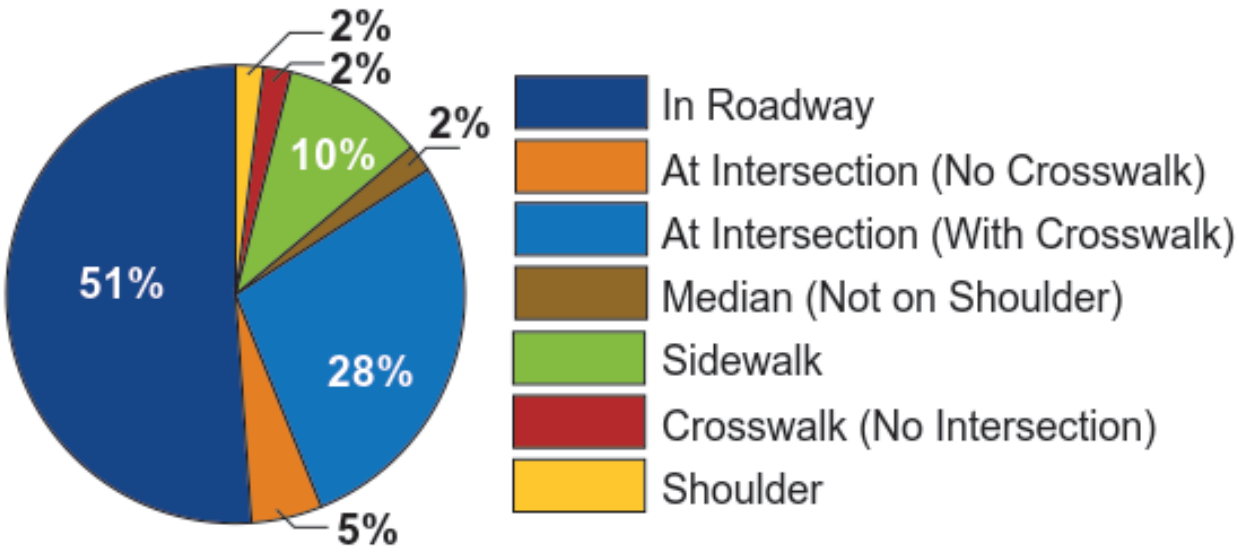
Between 2012 and 2016, 353 pedestrians lost their lives and 720 were seriously injured on Nevada roadways.



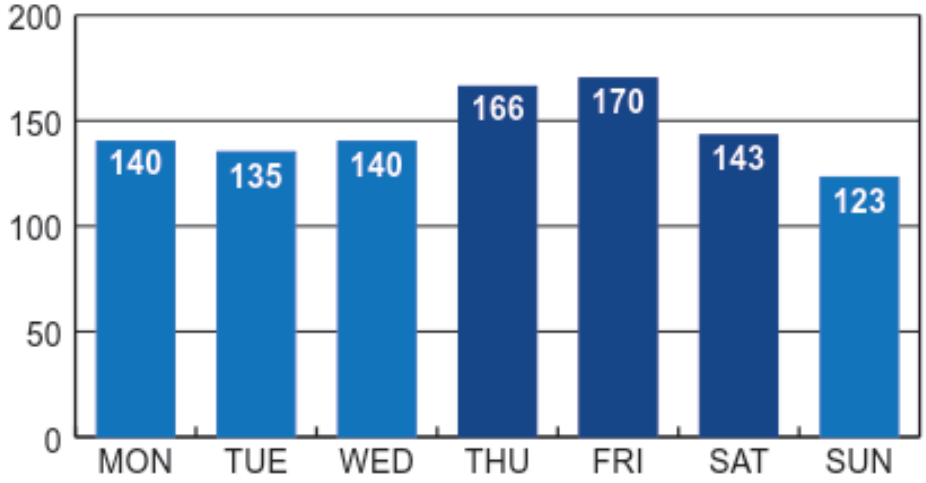
Middle-aged (46 to 55 years old) male pedestrians are more likely than any other demographic to be fatally wounded or seriously injured. In general, males of almost any age have a higher likelihood to be a pedestrian fatality or serious injury.

Over one-half (51 percent) of the pedestrian fatalities and injuries occurred midblock in the roadway. Pedestrian fatalities and serious injuries on marked crosswalks were also substantial (28 percent).

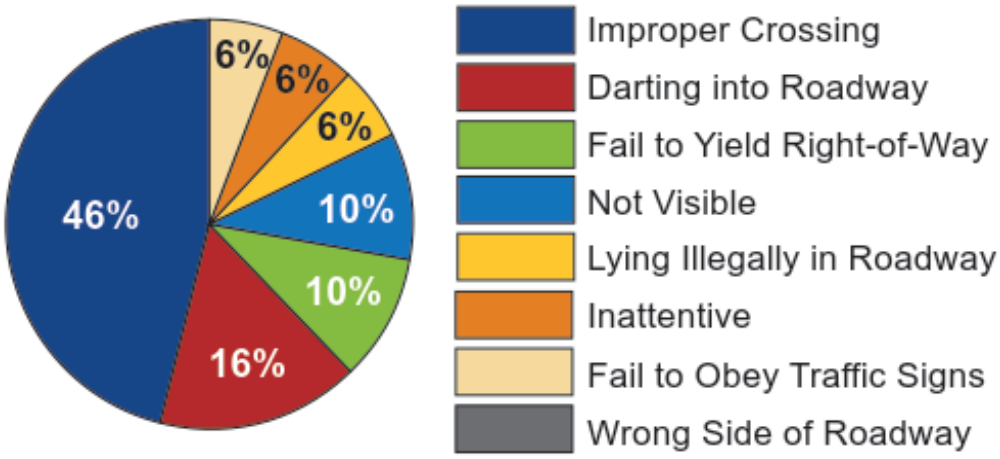




Friday was the most dangerous day for pedestrians with a combined 170 fatalities and serious injuries from 2012 to 2016. Thursday and Saturday were the next most severe days with 166 and 143 fatalities and serious injuries.



Between 2012 and 2016, the pedestrian action, which contributed most to fatalities and serious injuries, was improper roadway crossing. Other significant contributing factors included darting into roadway, failure to yield right-of-way, and not visible.



This information pertains to Bicycle Safety:

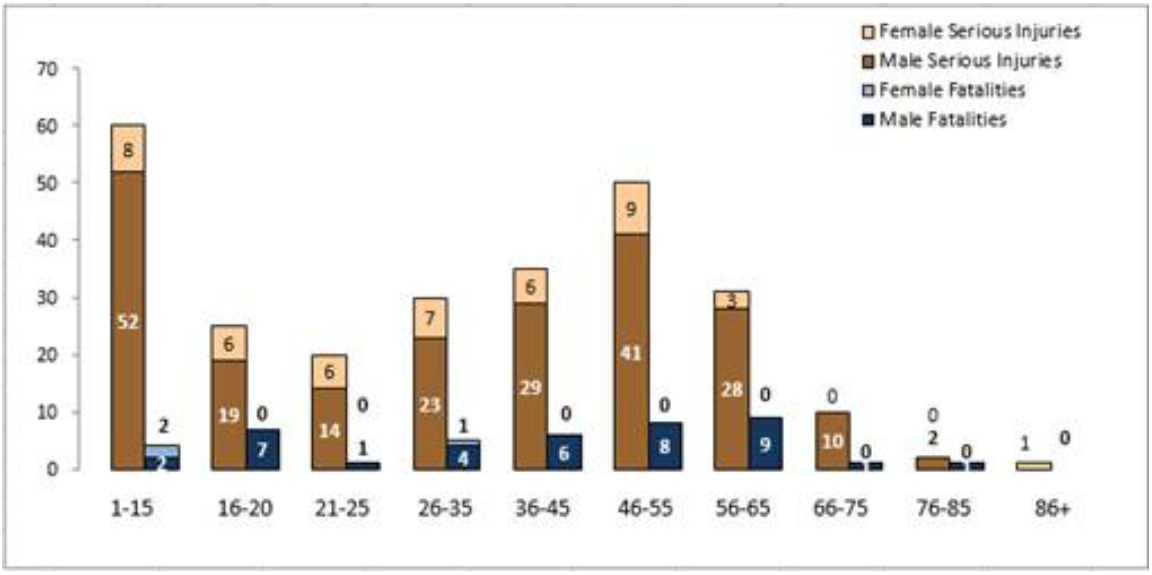
Between 2012 and 2016, 43 fatalities and 267 serious injuries occurred due to crashes involving bicycles.

Males age 46-65 are more likely than any other demographic to be fatally wounded or seriously injured, followed by young males age 1-15. In general, males of almost any age have a higher likelihood of fatality or serious injury related to bicycles.

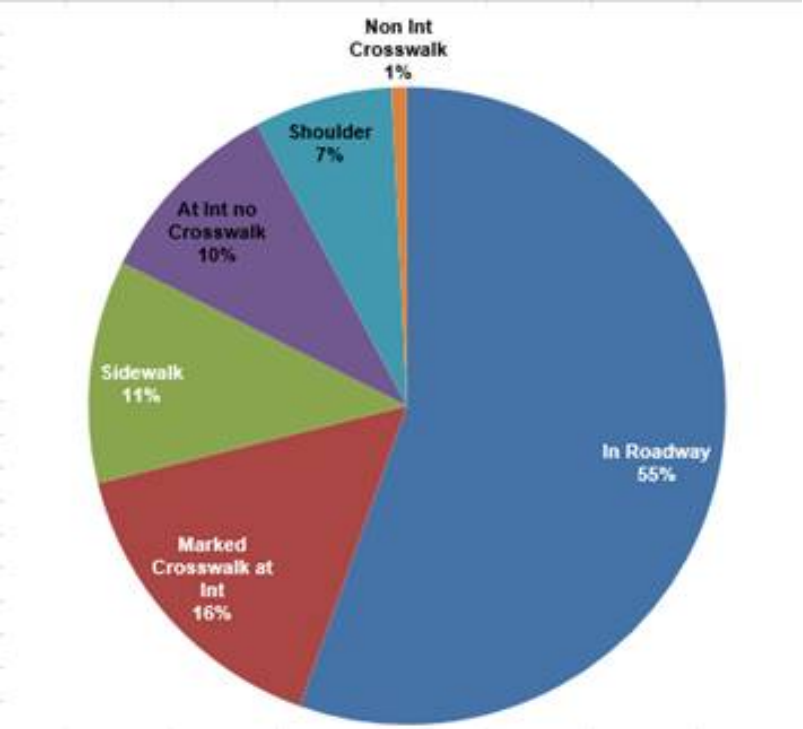
Over half (55 percent) of the bicycle fatalities and injuries occurred in the roadway.

Saturday was the most dangerous day for pedestrians with a combined 58 fatalities and serious injuries from 2012 to 2016.

Between 2012 and 2016, the action which contributed most to fatalities and serious injuries, was improper roadway crossing. Other significant contributing factors included darting into roadway, failure to yield right-of-way, and failure to obey traffic signs.



Associated Performance Measures



Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	85.1
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	9.2

Countermeasure Strategies in Program Area

Countermeasure Strategy
Comprehensive Vulnerable Road Users Strategies
High Visibility Enforcement (Pedestrian/Bike)
Highway Safety Office Program Management

Countermeasure Strategy: Comprehensive Vulnerable Road Users Strategies

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

Comprehensive Vulnerable Road Users Strategies, which includes education for children & adults, conspicuity enhancement, driver, bicyclist, and pedestrian training, communications and outreach, and Pedestrian Safety Zone/speed reduction advocacy will be utilized to reduce traffic fatalities and serious injury crashes by providing an all-inclusive approach to addressing vulnerable road user traffic fatality and serious injury crashes.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Vulnerable Road Users Strategies are recognized by "Countermeasures That Work" .

Pedestrians - 2.1 Elementary-Age Child Pedestrian Training, 3. Impaired Pedestrians, 4.1 Pedestrian Safety Zones, 4.2 Reduce and Enforce Speed Limits, 4.3 Conspicuity Enhancement, 4.4 Targeted Enforcement, 4.5 Driver Training

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Ped Programs	Pedestrian Programs

Planned Activity: Pedestrian Programs

Planned activity number: Ped Programs

Primary Countermeasure Strategy ID:

Planned Activity Description

Training, education, communications and outreach, targeted enforcement, conspicuity enhancement, community coalition participation, advocacy, speeding and speed management, directed at motorists, pedestrians and bicyclists.

Intended Subrecipients

University of Nevada Las Vegas

REMSA

RTC of Washoe County

Countermeasure strategies

Countermeasure Strategy
Comprehensive Vulnerable Road Users Strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	$39,580.00	$9,895.00	
	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)			
2020	Other	Other	$150,000.00		

Countermeasure Strategy: High Visibility Enforcement (Pedestrian/Bike)

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. High visibility enforcement is recognized by "Countermeasures That Work" as an effective strategy.

Alcohol and Drug Impaired Driving - 2. Deterrence: Enforcement

Speeding and Speed Management - 2. Enforcement

Distracted and Drowsy Driving - 1.3 High Visibility Cell Phone and Text Messaging Enforcement

Pedestrians - 3.2 Sweeper Patrols of Impaired Pedestrians

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-Ped Enf	Ped & Motorist HVE

Planned Activity: Ped & Motorist HVE

Planned activity number: TSEP-Ped Enf

Primary Countermeasure Strategy ID:

Planned Activity Description

High visibility law enforcement directed at motorists and pedestrians

Intended Subrecipients

Law enforcement statewide

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement (Impaired)
High Visibility Enforcement (Pedestrian/Bike)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$155,000.00	$38,750.00	

2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$225,000.00	$56,250.00	$222,500.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

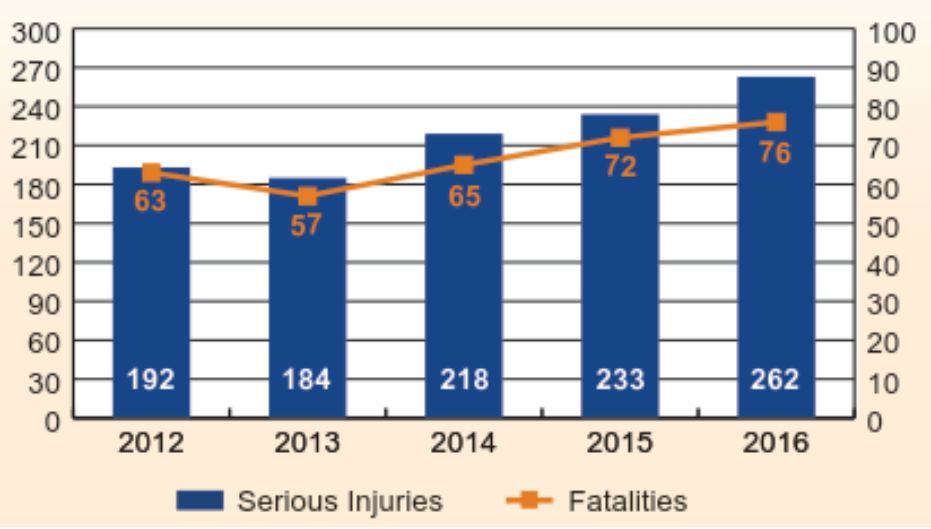
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	
2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Program Area: Occupant Protection (Adult and Child Passenger Safety)

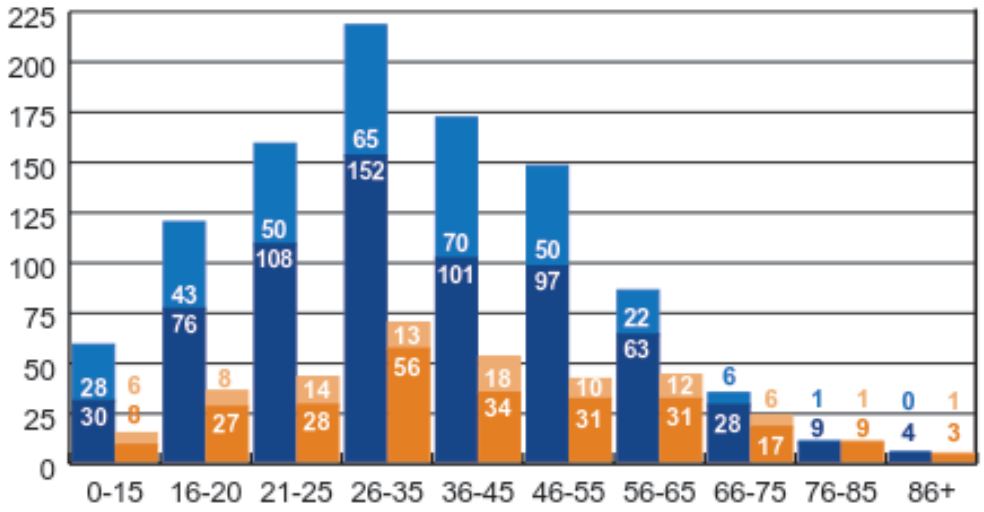
Description of Highway Safety Problems

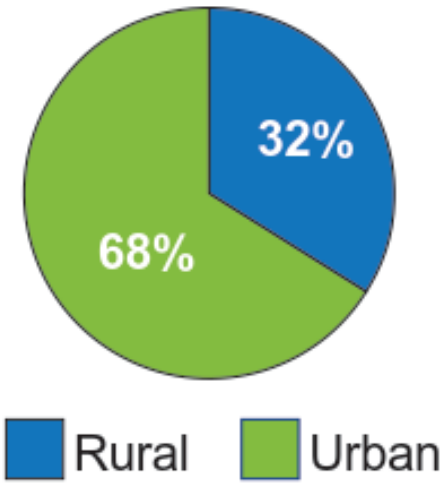
Between 2012 and 2016, 333 unbelted vehicle occupants lost their lives and 1,089 were seriously injured in traffic crashes on Nevada roadways.



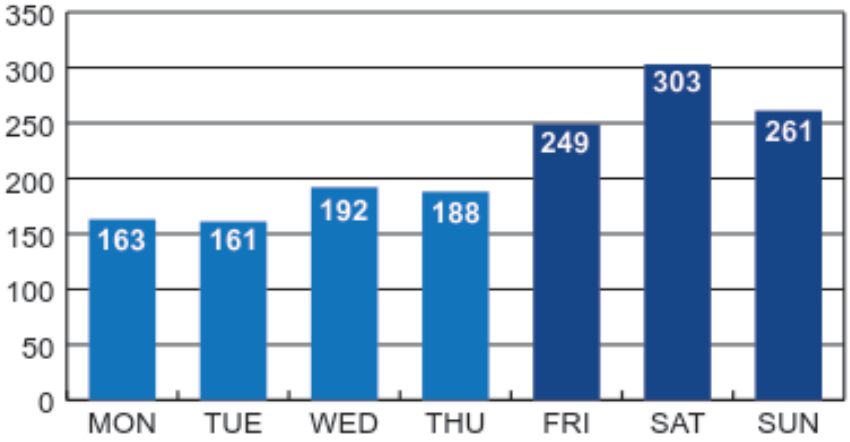
Male drivers aged 26 to 35 years old are involved in most unbelted fatalities and serious injuries, followed by male drivers aged 21 to 25 and 36 to 45 years old.

Between 2012 and 2016, almost two-thirds (65 percent) of the unbelted fatalities and serious injuries occurred in Clark County. Sixty-eight percent of fatalities and serious injuries occurred on urban roadways.





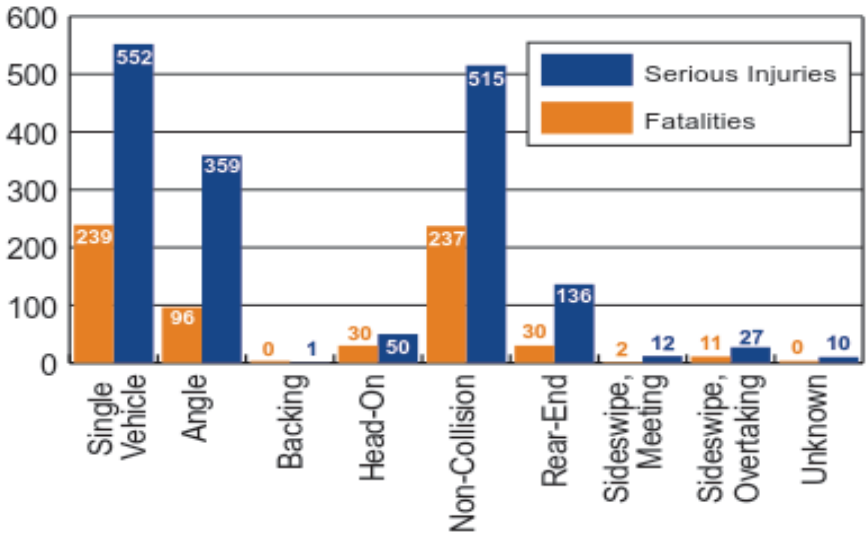
The highest number of unbelted fatalities and serious injuries occurred on Friday through Sunday.



A large portion of the unbelted fatalities and serious injuries occurred in single vehicle crashes followed by non-collision crashes. Over half (54 percent) were either totally or partially ejected from the vehicle.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value



2020	A-1) Number of traffic fatalities of children Age 0-4 (FARS)	2020	5 Year	1.3
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	71.5

Countermeasure Strategies in Program Area

Countermeasure Strategy
CPS Training and Installation
High Visibility Enforcement (OP)
Outreach
Seat Belt Use Survey

Countermeasure Strategy: CPS Training and Installation

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

CPS Technician training and installation support will be utilized to reduce traffic fatalities and serious injury crashes by providing training and certification costs for new CPS instructors, recertification costs for continuing instructors, child safety seats, and support for CPS installation programs and events. The Office of Traffic Safety partners with community organizations, law enforcement, hospital and health care providers to recruit and train technicians and trainers and notifies these partners in advance of certification classes.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Child inspections stations staffed by trained technicians are recognized by "Countermeasures That Work" as an effective strategy.
Seat Belts and Child Restraints - 7.2

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP/CPS Programs	Occupant Protection & CPS Programs
Outreach	Outreach

Planned Activity: Occupant Protection & CPS Programs

Planned activity number: OP/CPS Programs

Primary Countermeasure Strategy ID:

Planned Activity Description

Coordination and support for CPS technician training, community outreach and education, and car seat installation stations.

Intended Subrecipients

First responders and law enforcement

Community programs

Native American Tribal populations

Schools

Foster Care and healthcare programs

Countermeasure strategies

Countermeasure Strategy
CPS Training and Installation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$70,351.00	$17,587.75	
2019	FAST Act NHTSA 402	Child Restraint (FAST)	$46,998.00	$11,749.50	$0.00
	Other				
	Other				

Planned Activity: Outreach

Planned activity number: Outreach

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Native American Tribes

Community Organizations

Healthcare providers

Universities and Schools

Countermeasure strategies

Countermeasure Strategy
CPS Training and Installation
Outreach
Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Occupant Protection (FAST)			
2019	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	$4,000.00	$1,000.00	$0.00
2019	FAST Act NHTSA 402	Attitudinal Survey	$125,000.00	$31,250.00	$0.00
2019	FAST Act NHTSA 402	Safety Management (FAST)	$50,000.00	$12,500.00	$0.00
2020	Other	Other	$26,816.00		

Countermeasure Strategy: High Visibility Enforcement (OP)

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

High visibility enforcement will be utilized to reduce traffic fatalities and serious injury crashes by citing drivers who are not wearing seat belts or not using child restraints.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State’s traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada’s Strategic Highway Safety Plan

(www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. High visibility enforcement for seatbelt and child safety seat use is recognized by "Countermeasures That Work" as an effective strategy. Seat Belts and Child Restraints - 2. Seat Belt Law Enforcement, 5. Child Restraint/Booster Seat Law Enforcement

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-OP Enf	OP HVE

Planned Activity: OP HVE

Planned activity number: TSEP-OP Enf

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement (OP)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$210,000.00	$52,500.00	$208,000.00

Countermeasure Strategy: Outreach

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Communications and outreach strategies will be utilized to reduce traffic fatalities and serious injury crashes by making the public aware of behaviors that lead to traffic crashes and Nevada's Zero Fatalities goal.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Communications and Outreach Strategies are recommended by "Countermeasures That Work" across multiple traffic safety areas.

Seat Belts and Child Restraints, 6. Communications and Outreach

Speeding and Speed Management, 4. Communications and Outreach

Distracted and Drowsy Driving, 2. Communications and Outreach

Motorcycle Safety, 4. Communications and Outreach

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Communications	Communications
Outreach	Outreach

Planned Activity: Communications

Planned activity number: Communications

Primary Countermeasure Strategy ID:

Planned Activity Description

Mass Media, Outreach and Communications of Zero Fatalities Program, traffic safety emphasis areas (based on problem ID), and safe driving behaviors.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign
Outreach
Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	$150,000.00	$37,500.00	$0.00
2020	Other	Other	$540,000.00		

Planned Activity: Outreach

Planned activity number: Outreach

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Native American Tribes

Community Organizations

Healthcare providers

Universities and Schools

Countermeasure strategies

Countermeasure Strategy
CPS Training and Installation
Outreach
Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Occupant Protection (FAST)			
2019	FAST Act NHTSA 402	Railroad/Highway Crossings (FAST)	$4,000.00	$1,000.00	$0.00
2019	FAST Act NHTSA 402	Attitudinal Survey	$125,000.00	$31,250.00	$0.00
2019	FAST Act NHTSA 402	Safety Management (FAST)	$50,000.00	$12,500.00	$0.00
2020	Other	Other	$26,816.00		

Countermeasure Strategy: Seat Belt Use Survey

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Seat Belt use data helps the Office of Traffic Safety, policy makers, and local partners form seat belt education and policy in Nevada. This is a NHTSA required activity.

Linkage Between Program Area

This is a NHTSA required activity

Rationale

This is a NHTSA required activity

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP Survey	Occupant Protection Survey

Planned Activity: Occupant Protection Survey

Planned activity number: OP Survey

Primary Countermeasure Strategy ID:

Planned Activity Description

2019 Seat Belt Survey

Intended Subrecipients

University of Nevada, Las Vegas

Countermeasure strategies

Countermeasure Strategy
Seat Belt Use Survey

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Identification + Surveillance (FAST)	$95,526.00	$23,881.50	

Program Area: Planning & Administration

Description of Highway Safety Problems

Planned activities in the Planning and Administration. Costs to cover personnel, operations and administration of the highway safety office and activities in the efforts to reduce fatalities and serious injuries in Nevada.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
Program Management	OTS Program Management	
P & A	Planning & Administration	

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management

Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	
2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Planned Activity: Planning & Administration

Planned activity number: P & A

Primary Countermeasure Strategy ID:

Planned Activity Description

This program area covers the allowable Planning & Administration costs for personnel, operations, and administration of the highway safety office.

Intended Subrecipients

Nevada Office of Traffic Safety

Countermeasure strategies

Funding sources

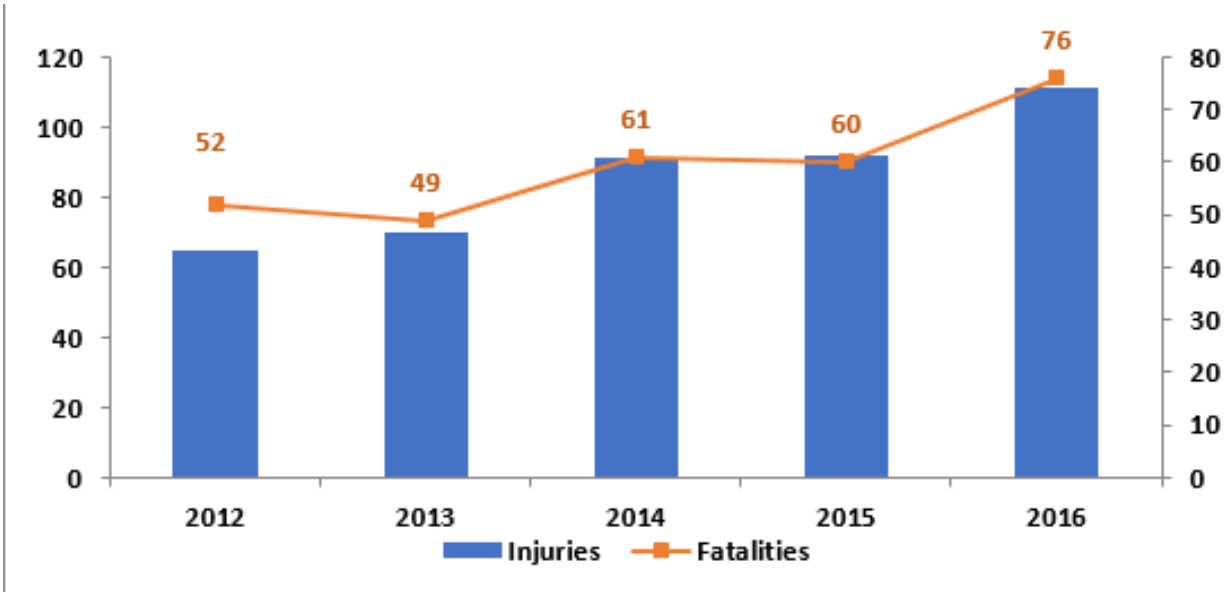
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$357,990.00	$357,990.00	$0.00

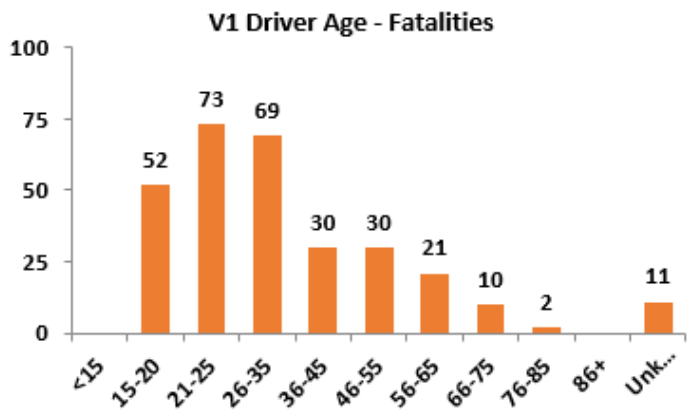
Program Area: Speed Management

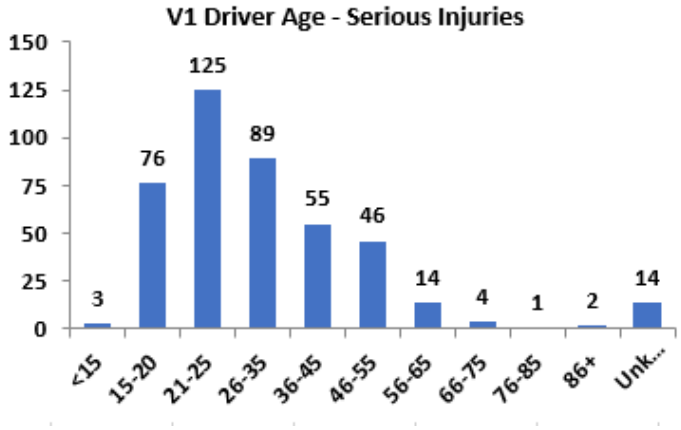
Description of Highway Safety Problems

Between 2012 and 2016, 298 fatalities and 429 serious injuries were caused due to excessive speeds.

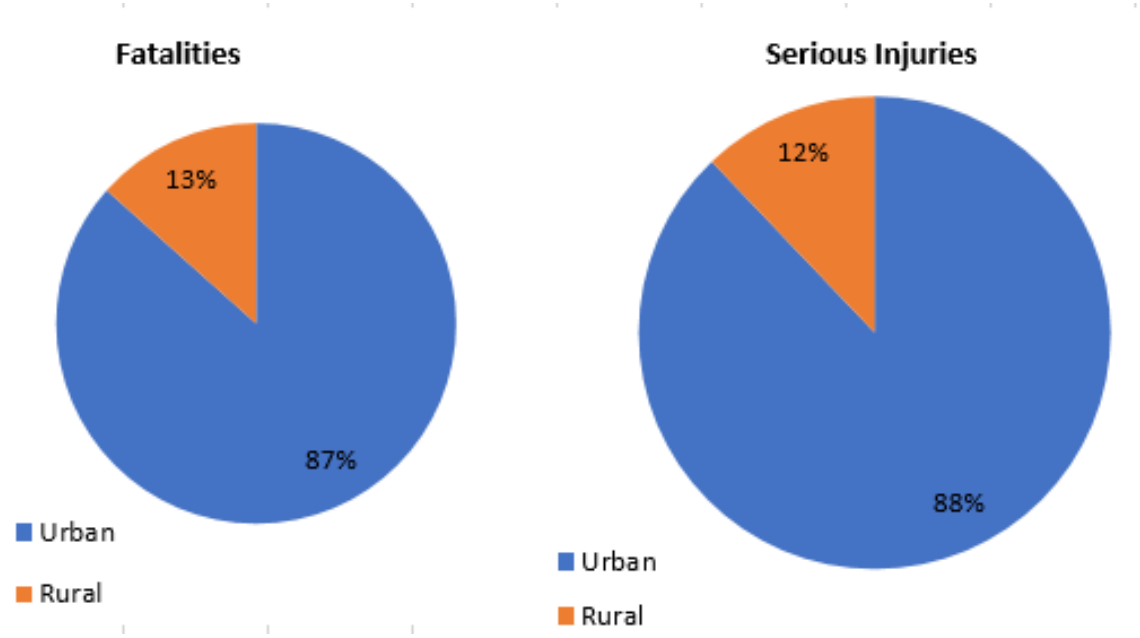


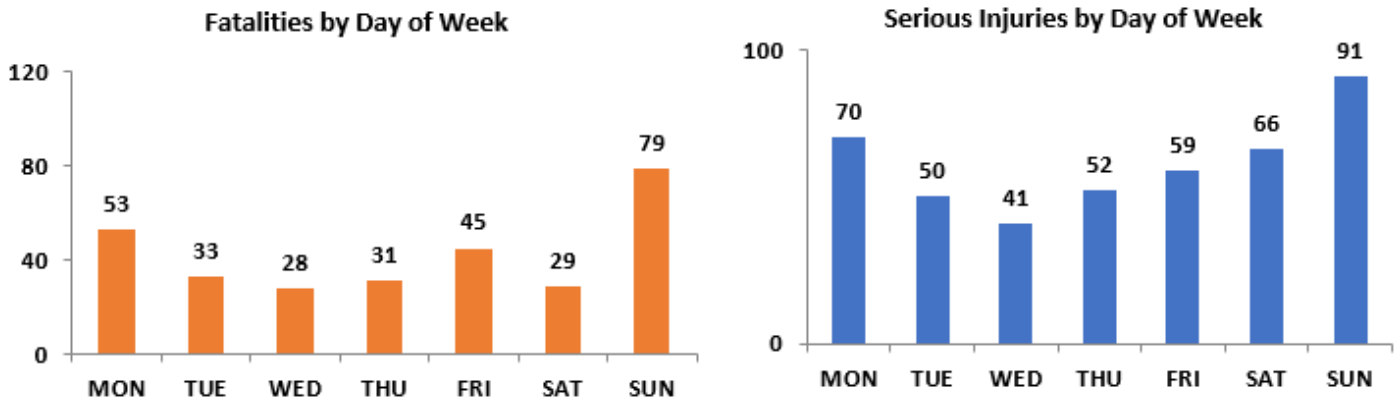
Drivers age 21-35 are the most likely to have been involved in fatalities and serious injuries due to excessive speed.





The majority of the fatalities and serious injuries occurred in urban areas, about 87% and 88%, respectively. The highest number of fatalities and serious injuries related to excessive speed occurred on a Sunday.





For fatalities and serious injuries related to excess speed, the most common action was that the vehicle was going straight.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	114.1

Countermeasure Strategies in Program Area

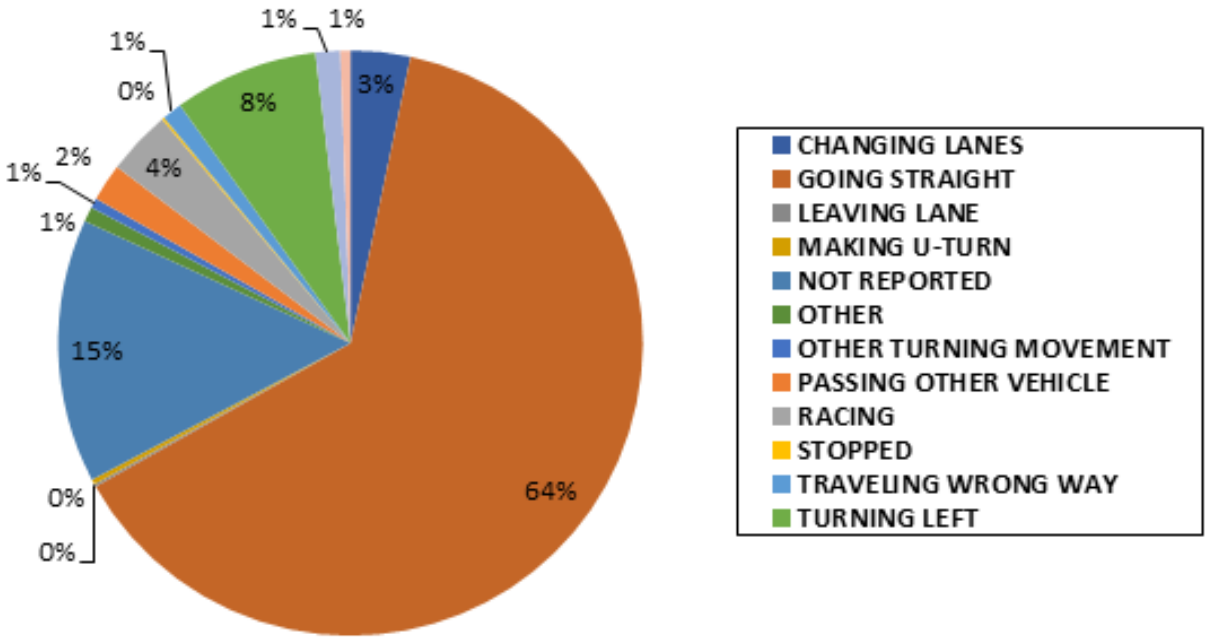
Countermeasure Strategy
High Visibility Enforcement (Speed)

Countermeasure Strategy: High Visibility Enforcement (Speed)

Program Area: Speed Management

Project Safety Impacts

High Visibility Enforcement will be utilized to reduce traffic fatalities and serious injury crashes by citing



speeders.

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. High visibility enforcement of speeding is recognized by "Countermeasures That Work" as an effective strategy.

Speeding and Speed Management - 2.2 High Visibility Enforcement

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSEP-Speed Enf	Speed HVE

Planned Activity: Speed HVE

Planned activity number: TSEP-Speed Enf

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Law enforcement agencies statewide

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement (Speed)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Enforcement (FAST)	$556,500.00	$139,125.00	$552,500.00

Program Area: Traffic Records

Description of Highway Safety Problems

In support of Nevada's Highway Safety Plan (HSP) and Strategic Highway Safety Plan (SHSP), there is a focus on improving data quality attributes for the primary data components in order to more effectively use existing traffic records to target strategies that reduce serious injuries and traffic fatalities towards Nevada's Zero Fatalities Goal. The following are the six primary data components and primary data quality attributes:

Six Primary Data Components

Crash

Driver

Vehicle

Roadway

Citation/Adjudication

EMS/Injury Surveillance

Six Primary Data Quality Attributes

Timeliness

Accuracy

Completeness

Uniformity

Integration

Accessibility

Nevada is making improvements on all data components and attributes. The primary challenge and associated effort has continued to center around the timeliness of crash data. Crash data has continued to lag a quarter to a half of a year with challenges between the electronic transfer between law enforcement agencies and NDOT Traffic Safety, who enters the data into the Nevada Citation and Accident Tracking System (NCATS). Focus areas of Nevada's traffic records program are timeliness, completeness and integration. Additionally, data quality improvements to accuracy and uniformity within the statewide electronic crash/citation reporting system is underway.

Improvements are also being made to improve the completeness of the data and integration of the data. The integration of the data continues to be on linking trauma data with crash data. Recommendations from the Occupant Protection Assessment are being applied in the realm of traffic records to send the University of

Nevada School of Medicine staff to the University of Maryland to review best practices on trauma data linkage.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-C-1: The percentage of crash records with no missing critical data elements	2020	Annual	92
2020	I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	2020	Annual	62
2020	C-T-1) Traffic Records Crash Timeliness Median Days	2020	Annual	12.00
2020	C-T-2) Percentage crash report entered into database within 30 days after the crash	2020	Annual	92

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Traffic Records

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planning & Administration provides necessary staff and administrative/operational funding to deliver traffic safety program services.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	

2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Thorough and complete traffic crash data provides key information to improving safety, educating planners, law enforcement, policy makers and the driving public, and increasing data validity.

Linkage Between Program Area

"The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timelines, uniformity, accessibility or integration of a core database...." Title 23, Chapter III, Part 1300.22

Rationale

"The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timelines, uniformity, accessibility or integration of a core database...." Title 23, Chapter III, Part 1300.22

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Data Integration	Crash Data Integration
Data Quality	Data Quality Projects

Planned Activity: Crash Data Integration

Planned activity number: Data Integration

Primary Countermeasure Strategy ID:

Planned Activity Description

EMS and Trauma Data Integration

Intended Subrecipients

State EMS Department

University of Nevada, Las Vegas Trauma Center

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	Other	$359,807.00		

Planned Activity: Data Quality Projects

Planned activity number: Data Quality

Primary Countermeasure Strategy ID: Improves completeness of a core highway safety database

Planned Activity Description

Training and education for first responders to improve data collection

Crash data retrieval and analysis

Intended Subrecipients

Law enforcement agencies and first responders

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$134,000.00	$33,500.00	
2019	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	$3,500.00	$875.00	

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

Project Safety Impacts

Data integration is a key component of the full understanding of traffic crashes.

Linkage Between Program Area

Integration of crash data components is a best practices recommendation.

Rationale

Core database integration is a recognized strategy per NHTSA Traffic Records Technical Assessment

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Data Integration	Crash Data Integration

Planned Activity: Crash Data Integration

Planned activity number: Data Integration

Primary Countermeasure Strategy ID:

Planned Activity Description

EMS and Trauma Data Integration

Intended Subrecipients

State EMS Department

University of Nevada, Las Vegas Trauma Center

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other	Other	$359,807.00		

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Nevada is in final stages of implementing a statewide eCrash/eCite system that has all law enforcement agencies reporting traffic crash and citation data into a single electronic system. This allows law enforcement to submit crash and citation information in an expedient and effective manner to the State Depts. of Public Safety and Transportation, and to the court system. The contract for the statewide system is funded through the Nevada DOT. The Office of Traffic Safety supports the project by funding implementation and initial hardware for agencies new to the system, system user working groups and training, and interfaces between the statewide system and agency records management systems. Electronic reporting also allows access to information for traffic safety planners and the FARS analyst, and supports data quality and validation.

Linkage Between Program Area

"The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timelines, uniformity, accessibility or integration of a core database...." Title 23, Chapter III, Part 1300.22

Rationale

"The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timelines, uniformity, accessibility or integration of a core database...." Title 23, Chapter III, Part 1300.22

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Brazos System	Electronic Crash Reporting System

Planned Activity: Electronic Crash Reporting System

Planned activity number: Brazos System

Primary Countermeasure Strategy ID:

Planned Activity Description

Quarterly meetings of system users (LEAs), the State, and the vendor to implement system enhancements and improve funtctionality

System interface development to connect LEA records management systems to central eCrash/eCite system

Initial system implementation costs (devices and training) for new LEAs.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves timeliness of a core highway safety database

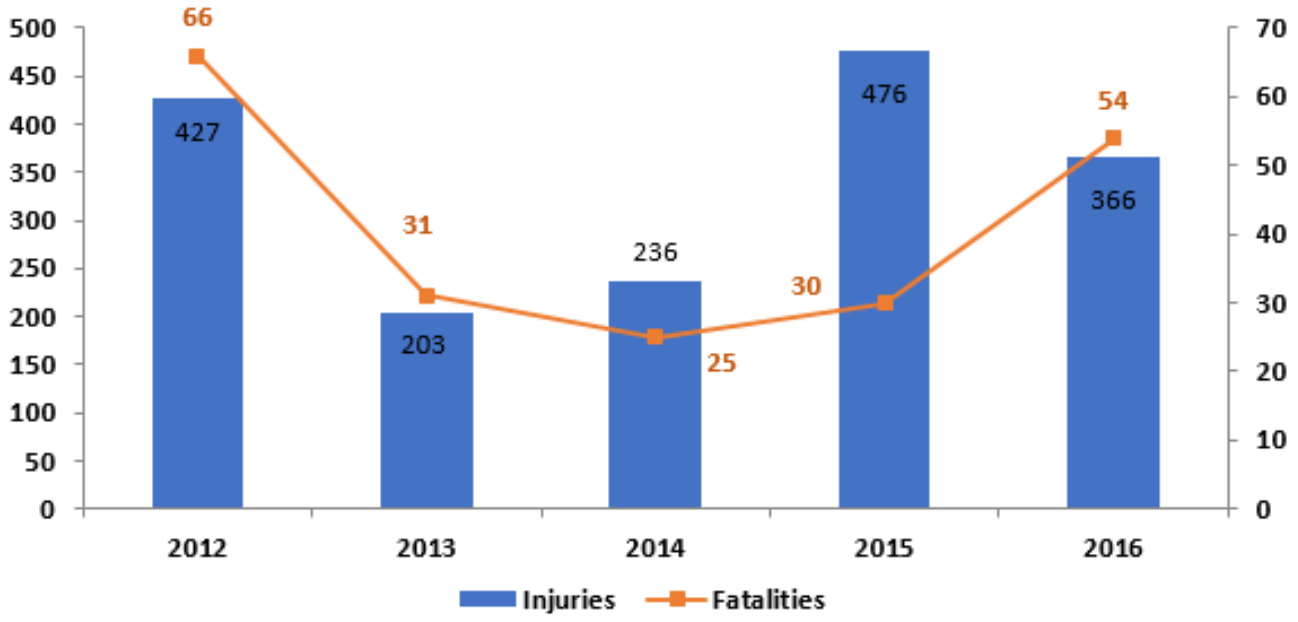
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$80,000.00	$20,000.00	
2020	Other		$1,173,000.00		

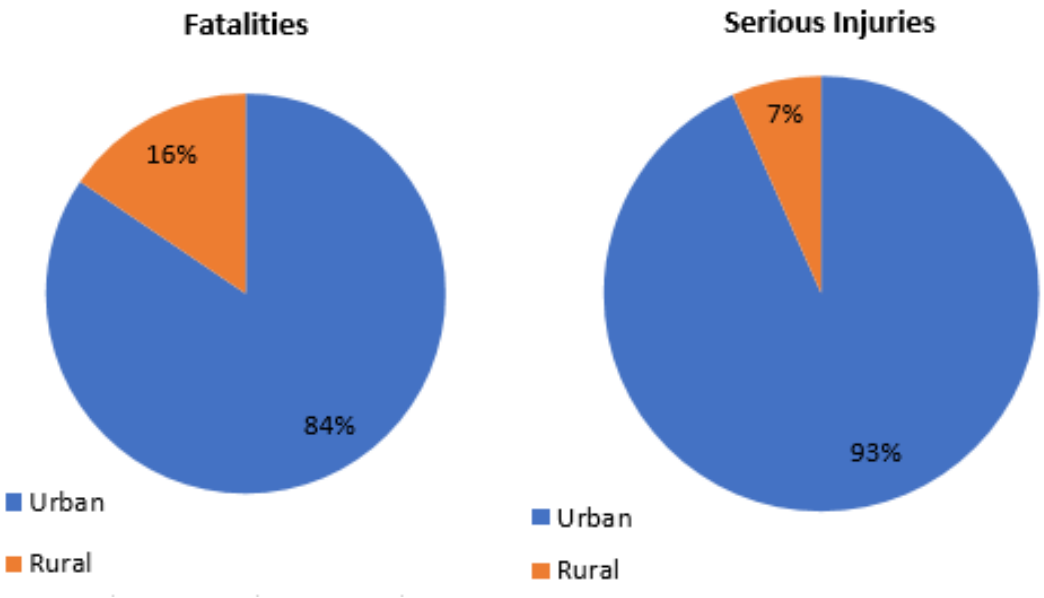
Program Area: Young Drivers

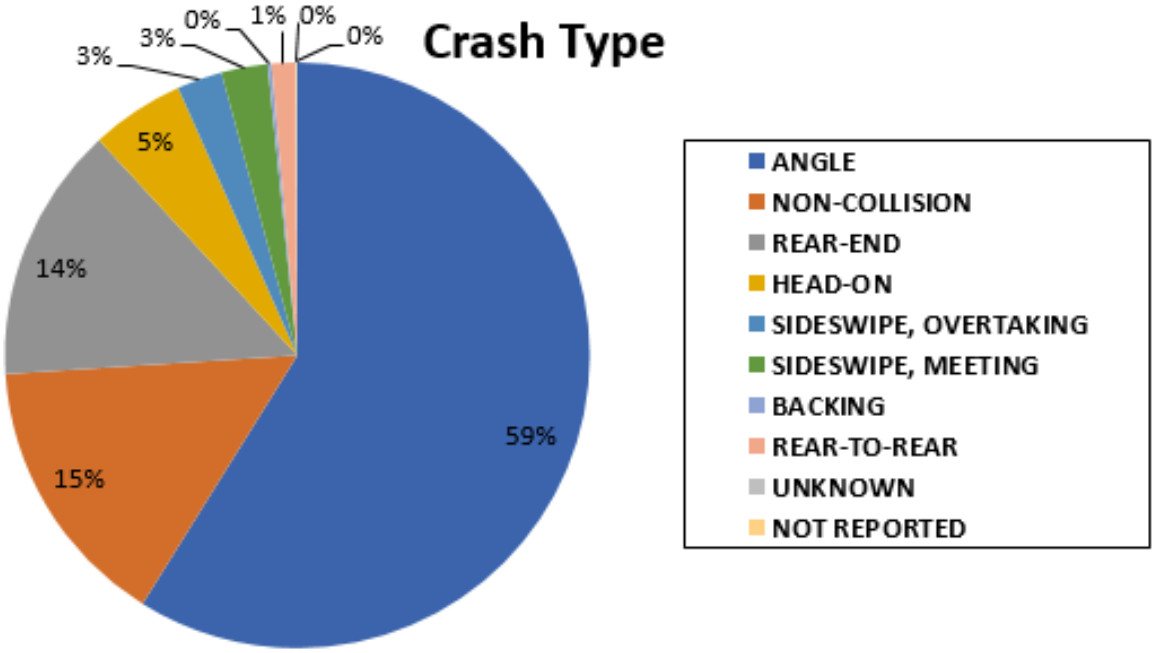
Description of Highway Safety Problems

Between 2012 and 2016, 206 fatalities and 1,708 serious injuries resulted from crashes involving young drivers age 15-20.



For fatalities and serious injuries involving young drivers, the majority of crashes occurred in urban areas. Angle crashes were the most common type of crash for young driver-related fatalities and serious injuries.





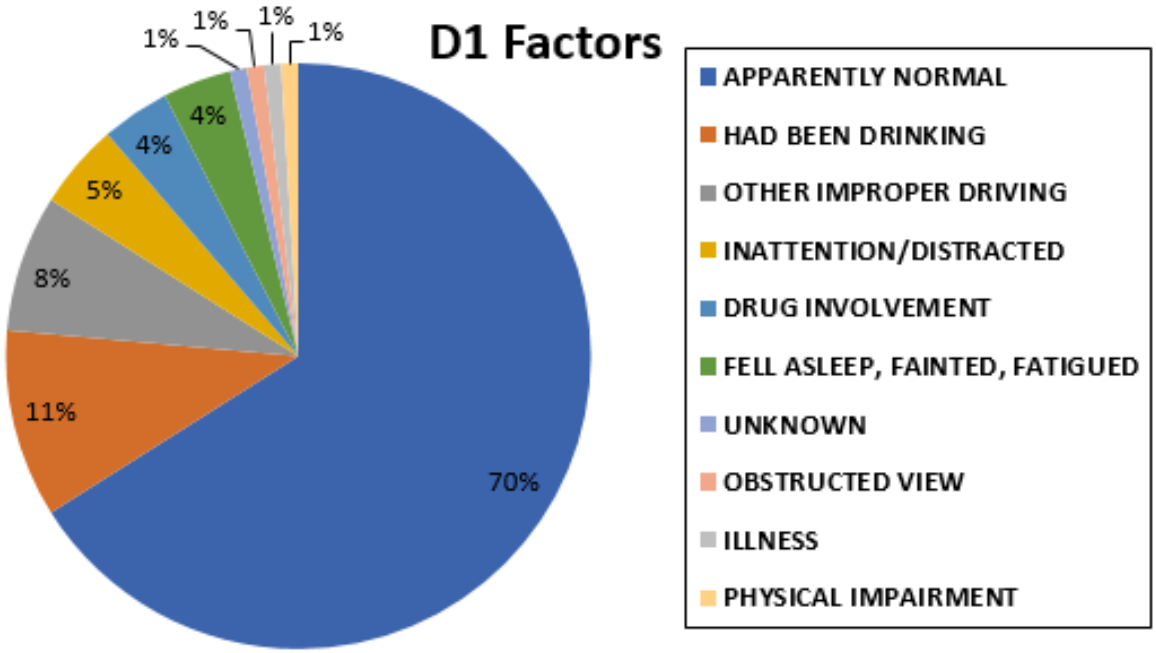
In young driver-related crashes resulting in fatalities and serious injuries, the driver most often appear to be normal, and about 15% of the time was alcohol or drug impaired.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	37.0

Countermeasure Strategies in Program Area

Countermeasure Strategy



Driving Skills Training Program
Highway Safety Office Program Management
School Programs

Countermeasure Strategy: Driving Skills Training Program

Program Area: Young Drivers

Project Safety Impacts

3,500 parents and high school age drivers will receive hands-on driving training and education in crash avoidance, safety behaviors in traffic, vehicle familiarization and traffic law.

Linkage Between Program Area

Evidence of effectiveness

Rationale

Nevada law currently allows young drivers the ability to take an online course, pass a written exam, and practice behind the wheel with a licensed driver for 50 hours prior to receiving a driver's license. This training does not include exposure to many real life scenarios such as panic braking, evasive lane change, skidding, vehicle maintenance, etc. Driver's Edge provides a half-day, hands-on training session that introduces young drivers to these situations, as well as educating them on how to interact with law enforcement, commercial vehicles, vehicle equipment failure, and other real life issues. Parent participation is included and allows young drivers and parents to ask questions, practice skills, and learn how to stay safe on the roads.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Driver Training	Driver's Edge Driving Skills Training Program

Planned Activity: Driver's Edge Driving Skills Training Program

Planned activity number: Driver Training

Primary Countermeasure Strategy ID: Driving Skills Training Program

Planned Activity Description

Driver's Edge is a half day hands-on driving skills training workshop for young drivers and their parents. Young drivers are given comprehensive education and behind the wheel training delivered by race car drivers, law enforcement officers, commercial vehicle operators, and vehicle maintenance specialists. This training includes a driving skills course where they are taught techniques for panic braking, skid correction, and evasive lane change. A pre and post knowledge test is administered to gauge effectiveness, as well as follow-up surveys of participants.

Intended Subrecipients

Driver's Edge Program/The Payne Foundation

Countermeasure strategies

Countermeasure Strategy
Driving Skills Training Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	Other		$284,962.00		

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Young Drivers

Project Safety Impacts

Planning and Administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

Linkage Between Program Area

Planning and Administration is necessary to address all program areas, performance targets, etc. Countermeasure strategies and planned activities are selected to address the State's traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects the NHTSA requirements.

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	OTS Program Management

Planned Activity: OTS Program Management

Planned activity number: Program Management

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (staff) for all traffic safety program areas.

Intended Subrecipients

Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$176,344.00	$44,086.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$162,889.00	$40,722.25	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$146,231.00	$36,557.75	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$32,476.00	$8,119.00	
2019	FAST Act NHTSA 402		$670,531.00	$167,632.75	$0.00
2020	Other		$156,112.00	$0.00	
2020	Other		$0.00		

Countermeasure Strategy: School Programs

Program Area: Young Drivers

Project Safety Impacts

Young Driver School and Educational Programs will be utilized to reduce traffic fatalities and serious injury crashes by reaching young drivers with important safety information.

Motor vehicle crashes are the leading cause of young driver fatalities in the United States. Based on miles

driven, teenagers are involved in three times the number of fatal crashes for all other drivers. Specific behaviors are associated with the causes of their high fatality rate, including speeding, distracted driving and driving under the influence of alcohol and/or drugs, combined with inexperience and immaturity. Lack of seat belt use also contributes to a high percentage of preventable teen driver deaths.

Zero Teen Fatalities was developed to address Nevada's Strategic Highway Safety Plan, specifically Strategy 3.4: "Education - Educate young drivers, reduce underage drinking and driving, increase awareness, and improve pedestrian and motorist safety awareness." 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.

Zero Teen Fatalities uses a combination of school and classroom presentations, assemblies, administrator/educator meetings, parent presentations, driver's education classes, and other venues and events to spread awareness about teen driving issues. These subset programs include:

CARS amp COPS

This high school event teaches teens about basic automobile maintenance and traffic safety. The interactive, 45-minute program also explains what to expect during a routine traffic stop with law enforcement.

CODE ZERO

This hospital based event teaches teens about the consequences of poor decision making while behind the wheel of an automobile. The program is a team effort of the Trauma Program, Rehabilitation Staff, Emergency Department Staff, Ambulance Services and Law Enforcement, along with Zero Teen Fatalities.

ZERO 101

This University based event addresses the unique age group (18-20) about the consequences of poor decision making. University police departments, student clubs, Greek life organizations, and athletic departments will be approached to partake in the inaugural year of “Zero 101.” This program will consist of a 60 minute multimedia presentation that will focus on the following behaviors:

Always Buckle Up

Always Drive Sober

Focus on the Road

Be Pedestrian Safe

Ride Safe

Linkage Between Program Area

Countermeasure strategies and planned activities are selected to address the State’s traffic safety problem areas and are based on an analysis of data, both recent and trends over time. Allocation of funds reflects this approach.

OTS projects are coordinated with the strategies found in Nevada’s Strategic Highway Safety Plan www.zerofatalitiesnv.com. The project strategy for teens includes:

•Encouraging safe driving habits by increasing awareness of safety belt usage and of the dangers of impaired,

distracted, and aggressive driving through public media campaigns and in- school programs.
•Educating teens about traffic safety through community-based organizations, workshops, mentoring, and providing resources for effective traffic safety projects.
Working with statewide and local law enforcement agencies to continue to promote and educate teens about safe driving behaviors.
•Creating public education programs that will reach and engage the target demographic
Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 9:
Chapter 1 – Alcohol and Drug Impaired Driving Chapter 2 – Seat Belts and Child Restraints Chapter 3 – Speeding and Speed Management Chapter 4 – Distracted and Drowsy Driving Chapter 6 – Young Drivers
The potential effectiveness of these strategies is documented within the NHTSA Countermeasures That Work publication and the reader should reference it for specifics on Nevada's selected strategies also found in the SHSP.

Rationale

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Chapter 6 Young Drivers.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Young Driver Program	Young Driver Programs

Planned Activity: Young Driver Programs

Planned activity number: Young Driver Program

Primary Countermeasure Strategy ID:

Planned Activity Description

Program management (s Office of Traffic Safety taff) for all traffic safety program areas.

Intended Subrecipients

Nevada Office of Traffic Safety

Countermeasure strategies

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act NHTSA 402	Driver Education (FAST)	$35,000.00	$8,750.00	$0.00
2020	Other	Other	$142,110.00	$0.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
TSEP-DD Enf	Distracted Driving HVE
TSEP-ID Enf	Impaired Driving HVE
TSEP-OP Enf	OP HVE
TSEP-Ped Enf	Ped & Motorist HVE
TSEP-Speed Enf	Speed HVE

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Deployment of Resources

High visibility activities to increase public awareness and decrease crashes may include checkpoints, saturation patrols, Selective Traffic Enforcement Programs (STEP). Most speed, pedestrian and intersection activities will be conducted by spotters calling out violations to awaiting officers. The locations will be selected based upon statistics and safety, ensuring officers have areas to safely pull over numerous vehicles and not cause additional traffic issues.

TSEP enforcement partners meet with the Office of Traffic Safety TSEP Program Manager annually at the beginning of the program year to plan the calendar of enforcement events. Quarterly meetings are held in each region of the State to review procedures, discuss emerging issues, and analyze citation data from enforcements. Interagency coordination is required for each event to maximize visibility and effectiveness. Each agency is also required to submit a press release to local media.

Effectiveness Monitoring

After each enforcement event LEAs are required to submit a detailed progress report and claims for enforcement reimbursement. The progress report requires they identify enforcement details by selecting and describing the following: 1. Local crash data analysis, 2. Recent fatal crash locations, 3. Public requests or concerns, 4. Other/Officer discretion (requires explanation).

With these progress reports are officer stats sheets for each officer in the event documenting their citations and warnings issued during their shift. The coordinator completes a narrative section detailing the negatives and positives of the event they or their officers incurred. Each progress reports recaps the OT hours and the Match hours for each day worked during the event period.

The enforcement statistics are monitored year-over-year by the OTS and reviewed with each participating agency.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility Enforcement (Impaired)
High Visibility Enforcement (OP)

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
TSEP-ID Enf	Impaired Driving HVE
TSEP-OP Enf	OP HVE

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Douglas County Sheriff's Office
Elko County Sheriff's Office
Humboldt County Sheriff's Office
Lander County Sheriff's Office
Las Vegas Metro Police Dept.
Lincoln County Sheriff's Office
Lyon County Sheriff's Office
Mesquite Policy Dept.
Mineral County Sheriff's Office
Nevada Highway Patrol
North Las Vegas Police Dept.
Nye County Sheriff's Office
Reno Police Dept.
Sparks Police Dept.
Washoe County Sheriff's Office
West Wendover Police Dept.
White Pine County Sheriff's Office
Washoe School District Police Dept.
University of Nevada Reno Police Dept.
Boulder City Policy Dept.

Henderson City Police Dept.
Carson City Sheriff's Office
Winnemucca Police Dept.

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The May 2019 Click it or Ticket (CIOT) campaign was one of two mandatory events for the Joining Forces program with a secondary CIOT enforcement campaign in November 2018. Twenty-six of Nevada's law enforcement agencies participated in this campaign serving well over 95% of the state's population. Participating agencies are required to distribute a press release to local media regarding Nevada's participation in Click it or Ticket and lead agencies (Nevada Highway Patrol) hold a joint press conference in advance of the mobilization. OTS also includes NHTSA produced and native messaging on social media and other media channels.

Nevada will participate in the 2020 Click it or Ticket national mobilization. A continued focus is needed on occupant protection strategies, such as high visibility enforcement that measurably changes behavior.

The State's planned participation in the Click-it-or Ticket national mobilization will be accomplished through the OTS Joining Forces program. Joining Forces is an evidence-based traffic safety enforcement program which has been successful in increasing enforcement in all areas. In fiscal year 2019, 25 agencies participated in this program. Periodic, high-intensity and sustained, high visibility enforcement (HVE) efforts are proven countermeasures to changes in driving behavior. The efforts of multiple law enforcement officers in a specific location for a set period of time amplifies the effectiveness of HVE and reducing dangerous driving behaviors, crashes, injuries and fatalities. Additionally, using traffic stops to interdict narcotics, guns and contraband can be an effective crime control strategy as a secondary benefit resulting from HVE. Using data and agency knowledge of high crash and fatalities to identify high incident locations, OTS engages and funds Nevada law enforcement agencies to conduct HVE events throughout the state. A set calendar of events supporting NHTSA's national campaigns is created and provides law enforcement a focus for HVE. The calendar identifies two events, November 18 – December 2 and May 10 – May 23, specifically focused on Click-it-or-Ticket.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
CPS Training and Installation

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
OP/CPS Programs	Occupant Protection & CPS Programs

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 39

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 2

Populations served - rural: 15

Populations served - at risk: 4

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
CPS Training and Installation

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
OP/CPS Programs	Occupant Protection & CPS Programs
Outreach	Outreach

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 6

Estimated total number of technicians: 60

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
12/12/2018
3/19/2019
5/29/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: Genevieve Swain

Title of State's Traffic Records Coordinator: Traffic Records Program Manager

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Member Name	Title	Organization	Databases
Genevieve Swain	Traffic Records Program Manager	Department of Public Safety-Office of Traffic Safety	A, B
Kim Edwards	Transportation Analyst III	Nevada Department of Transportation-Traffic Safety Engineering	A
Lori Campbell	Project Coordinator	Nevada Department of Transportation	A, E
Wayne Bahmiller	Management Analyst	Nevada Department of Motor Vehicles	C, F
Juan Balbuena	Safety/LPA Engineer	Federal Highway Administration	A, E
Amanda Brandenburg	FARS Analyst	Department of Public Safety-Office of Traffic Safety	A
Shannon Bryant	Deputy District Attorney, Traffic Safety Resource Prosecutor	Washoe County District Attorney	A, B, C
Mike Colety	Senior Vice President	Kimley-Horn	A, E
Amy Davey	Administrator	Department of Public Safety-Office of Traffic Safety	A
Jason Ealy	Zero Teen Fatalities Program Manager	Department of Public Safety-Office of Traffic Safety	A
Mohammed Farhan	Principle Planner	RTC of Southern Nevada	A, E
Jacob Farnsworth	Safety Analyst	Kimley-Horn	A, E
Gina Featherstone	Community Health Specialist	Reno Sparks Indian Colony	A, D
Dean Glaser	Information Technology	Nevada Department of Transportation	E
Laura Gryder	Project Director	University of Nevada Las Vegas School of Medicine	D
Kevin Honea	Lieutenant	Department of Public Safety- Nevada Highway Patrol	A, B, C
Ballie Keach (Sproul)	Professional Engineer	Nevada Department of Transportation	A, E
Bob Madewell	Chief of Roadway Systems	Nevada Department of Transportation	E
Ken Mammen	Chief Traffic Safety Engineer	Nevada Department of Transportation	A, E

Terri Maruca	Senior Vice President	Kirvin Doke Communications	A, C
John McCormick	Assistant Court Administrator	Administrative Office of the Courts	A, B, C
Karl Nieberlein	Project Manager	Tyler Technologies-Brazos	A, B
Raul Ramirez	Electronics Technician 2	Department of Public Safety Nevada Highway Patrol	A, B, C
John Riley	Sergeant	Fallon Police Department	A, B, C
Brad Smith	Officer	Las Vegas Metropolitan Police Department	A, B, C
Alex Smith	Public Information Officer	Nevada Department of Motor Vehicles	C, F
Alicia Stromme	Assistant Account Executive	Kirvin Doke Communications	A
Jaime Tuddao	Senior Traffic Safety Engineer	Nevada Department of Transportation	E
Shirley Visger	Analyst II	Las Vegas Metropolitan Police Department	A, B
Ron Wenger	Captain	Fallon Police Department	A, B, C
James Weston	Transportation Planner	Regional Transportation Commission of Washoe County	A, E
Hao Xu	Assistant Professor	University of Nevada Reno	A, E

Member Name	Title	Organization	Databases
Jamie Bichelman	Public Information Officer	Nevada Department of Transportation	A, E
Adam Blount	Officer	Reno Police Department	A, B, C
Erin Breen	Director of UNLV's Vulnerable Road Users Project	University of Nevada Las Vegas	A
Mike Close	Regional Program Manager	National Highway Traffic Safety Administration	A, F
Daryl Crawford	Director	Inter-Tribal Council of Nevada	A, B
Seth Daniels	Assistant Chief Traffic Operations Engineer	Nevada Department of Transportation	C, F
Pat Gallagher	Traffic Incident Management Specialist	Parsons	A

Albert Graham	Regional Program Manager	National Highway Traffic Safety Administration	A, F
Anabel Hernandez	Transportation Engineer	Kimley-Horn	A, E
Pushkin Kachroo	Research Professor	University of Nevada Las Vegas	A, C, E
Michael Kendrick	Officer	Las Vegas Metropolitan Police Department	A, B, C
Chris LaPrairie	Lieutenant	DPS Nevada Highway Patrol	A, B, C
Heidi Manlove	Researcher	Department of Environmental and Occupation	D
Julie Masterpool	Senior Engineer	Regional Transportation Commission of Washoe County	E
Devin Moore	Transportation Engineer	Kimley-Horn	A, E
J Morrison		City of North Las Vegas	A, B, C
Molly OaposBrien	Senior Engineer	Kimley-Horn	A, E
Dennis Osborn	Retired Chief	Sole Proprietor	A
J Patton	Sergeant	Sparks Police Department	A, B, C
Alexander Paz	Associate Professor Civil and Environmental Engineering Director	University of Nevada Las Vegas- Civil and Environment	A, E
Lindsay Saner	Senior Transportation Engineer	Kimley-Horn	A, E
Brett Seekatz	Lieutenant	City of Henderson Police Department-Traffic	A, B, C
Kathleen Taylor		Taylor made Solutions	
Peter Vander Aa	Motorcycle Program Administrator	Department of Public Safety- Office of Traffic Safety	A
Charise Whitt	Deputy Administrator	Department of Public Safety- Office of Traffic Safety	A
Beth Xie	Manager Planning	Regional Transportation Commission of Southern Nevada	E

Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Crash Recommendations

Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

EMS/Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Measurable Progress

Performance Measure: Crash Data Completeness

System to be Impacted	Crash
Performance Area(s) to be Impacted	Completeness
Performance Measure used to Track Improvement(s)	In April 2018, three Traffic Incident Management (TIM) fields were added to the Brazos Form 5 to collect if a crash was a secondary collision (yes/no), the roadway clearance time, and the incident clearance time.
Relevant Project(s) in the State's Strategic Plan	Strategy 2: Crash, Action Step# 2.2: Improve the consistency and reliability of delivery of the crash files from law enforcement to the State to minimize processing effort and reduce the time between crash and data availability and reduces opportunities for data quality corruption. Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project Pg. 15Strategy 2: Crash, Action Step# 2.2: Improve the consistency and reliability of delivery of the crash files from law enforcement to the State to minimize processing effort and reduce the time between crash and data availability and reduces opportunities for data quality corruption. Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project Pg. 15
Improvement(s) Achieved or Anticipated	The addition of these fields to the Brazos Form 5 enabled the agency and state to collect secondary crash information that was not collected in prior reporting periods. The fields will be updated to require mandatory data entry and it is anticipated that in the 2020 reporting period an increase in data collection will occur along with a decrease in clearance times. Attachments provided: NV TIM PM Quality Dashboard April 2019 and NV TIM PM Dashboard April 2019.

Specification of How the Measure is Calculated/Estimated	A query of the TIM data fields will occur to show the success of collecting the data and the reduction of roadway clearance and incident clearance times.
Date and Baseline Value for the Measure	Baseline Date: TIM fields available in Brazos Form 5- April 1, 2017 to March 31, 2018. Baseline Value: Zero (0) data collected.
Date and Current Value for the Measure	Current Measurement Date: TIM field data available in the Brazos Form 5- April 1, 2018 to March 31, 2019. Current Measure Value: 551 secondary crashes occurred at 1.16% with secondary average roadway clearance time at 91 minutes with a secondary average incident clearance time of 137 minutes.

2. Performance Measure: Crash Data Integration

System to be Impacted	Data Use and Integration
Performance Area(s) to be Impacted	Integration
Performance Measure used to Track Improvement(s)	The percentage of appropriate trauma records that are linked to crash data.
Relevant Project(s) in the State's Strategic Plan	Strategy 1: Data Use and Integration, Action Step# 1.11: Consider employing a research and program development arm of its Office of Traffic Safety that assists decision-makers and the public with providing and analyzing up-to-date data, especially for those that are interested in generating documents separate from annual or strategic plans such as white papers, fact sheets, conference papers, etc. Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project, pg. 15. Strategy 1: Data Use and Integration, Action Step# 1.11: Consider employing a research and program development arm of its Office of Traffic Safety that assists decision-makers and the public with providing and analyzing up-to-date data, especially for those that are interested in generating documents separate from annual or strategic plans such as white papers, fact sheets, conference papers, etc. Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project, pg. 15.
Improvement(s) Achieved or Anticipated	The performance period of April 1, 2018 to March 31, 2019 had 54% linkage, which is an increase over the 51% linkage in the base period of April 1, 2017 to March 31, 2018. Attachment provided: Database Linking Rates Tracker.
Specification of How the Measure is Calculated/Estimated	A query of the years, trauma centers, NDOT (crash data) and linked crash-trauma numbers and percentage.

Date and Baseline Value for the Measure	Baseline Date: Year, Number of trauma by trauma center, number of crash records provided by NDOT, and number of linked crash-trauma data – April 1, 2017 to March 31, 2018. Baseline value: 51% with 2,866 linked crash-trauma data.
Date and Current Value for the Measure	Current Measurement Date: Year, Number of trauma by trauma center, number of crash records provided by NDOT, and number of linked crash-trauma data – April 1, 2018 to March 31, 2019. Baseline value: 54% with 3,176 linked crash-trauma data.

Traffic Records Supporting Non-Implemented Recommendations

The following are recommendations that are not currently planned measurements for 2020:

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Leverage its collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs.

Status: Early Progress

Develop a traffic records data “warehouse” that provides agencies the ability to manage information

Status: Not Started

The TRCC prioritized the strategies to ensure that there was documented progress towards implementation of the strategies. A priority level was applied to each strategy and the ones above were set at a lower priority for completion in the future. The primary focus is to increase the engagement responsible agency in the TRCC and gain a better understanding of the existing data dictionary, format, quality control and ability to link the particular data.

Improve the procedures/ process flows, interfaces and data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Implement a report for officers related to timeliness, accuracy and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality.

Status: Not Started

Establish performance measures related to the quality categories (accuracy, completeness, etc.). These should include baselines and timeframes to establish effectiveness as data quality improvement initiatives are implemented.

Status: Not Started

The above items are dependent upon an NDOT funded project to upgrade NCATS, which is in progress and anticipated to be completed by September 2019.

Improve the procedures/ process flows and data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Increase active representation on the Nevada Traffic Records Coordinating Committee (TRCC) and providing vehicle data system quality management reports which could potentially result in obtaining

priority consideration for federal traffic records grant funding to enhance the vehicle data system.
Status: Early Progress
Participate in the Performance and Registration System Management (PRISM) program.
Status: Not Started
Evaluate the current AAMVA recommended title brands for potential Nevada branding additions.
Status: Not Started
The above items were placed on hold per the Nevada Department of Motor Vehicle (NV DMV)'s request for the 2019 reporting period. NV DMV is in the process of implementing new software and they were not in a position to explore integration or other changes.
Improve the description, contents, data dictionary and the data quality control program of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Attain the driver and vehicles system data from the DMV and link to the crash system NCATS.
Status: Early Progress
Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations.
Status: Early Progress
Develop a quality control program and performance measures for the driver system.
Status: Not Started
The above items were placed on hold per the Nevada Department of Motor Vehicle (NV DMV)'s request for the 2019 reporting period. NV DMV is in the process of implementing new software and they were not in a position to explore integration or other changes.
Improve the applicable guidelines, data dictionary, interfaces, and data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Explore the development of a complete set of performance measures related to the quality of citation systems' data.
Status: Not Started
Establish an official set of security protocols governing data access, modification and release that can be applied to each court management system.
Status: Not Started
Encourage all court systems to standardize their information systems using established national protocols and standards.
Status: Not Started
The TRCC prioritized the strategies to ensure that there was documented progress towards implementation of the strategies. A priority level was applied to each strategy and the ones above were set at a lower priority for completion in the future. The primary focus is to increase the engagement responsible agency in the TRCC and gain a better understanding of the existing data dictionary, format, quality control and ability to link the particular data.
Improve the description, contents, interfaces and quality control program of the Injury Surveillance

systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. Share information and data management reports with the TRCC on a regular basis.

Status: Not Started

Develop a system where multiple EMS/injury surveillance data sets can be accessed and analyzed together to solve a specific problem.

Status: Not Started

Establish performance measures for each system following the 'Model Performance Measures for State Traffic Records Systems' publication.

Status: Not Started

Build on the success of the integration of the State crash file and the NTR and integrate all components of the injury surveillance system.

Status: Not Started

Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State's health agencies.

Status: Not Started

The NVDOT funded EMS software upgrade went live on February 8, 2019, which was the first component. EMS has a second component that is being implemented in the 2020 reporting period and will continue with Activity ID: 2020 Program Management- TRCC Strategic Plan Coordination and Development Project.

Traffic Records for Model Performance Measures

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
PerfMeas1_NVTIMPMDashboardApril2019.png
PerfMeas1_NVTIMPMQualityDashboardApril2019.png
2019NVTrafficRecordsStrategicPlan.pdf
PerfMeas2_UNLVSOMCrash-TraumaDatabaseLinking RatesTracker.pdf

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
Data Integration	Crash Data Integration
Data Quality	Data Quality Projects
Brazos System	Electronic Crash Reporting System

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
PerfMeas1_NVTIMPMDashboardApril2019.png
PerfMeas1_NVTIMPMQualityDashboardApril2019.png
2019NVTrafficRecordsStrategicPlan.pdf
PerfMeas2_UNLVSOMCrash-TraumaDatabaseLinking RatesTracker.pdf

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 5/12/2015

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

On August 9, 2013 the Nevada Executive Committee on Traffic Safety (NECTS) was designated as the Statewide Impaired Driving Task Force with the authority to approve the Nevada Impaired Driving Strategic Plan (IDSP). The NECTS reports to Nevada's Transportation Board of Directors which includes the Governor, Lieutenant Governor, State Controller, and four members appointed by the Governor. Statutory authority is

described in the NECTS Bylaws as follows:

ARTICLE 2- AUTHORITY

2.1 The NECTS was established to involve traffic safety officials statewide in a program working together to develop an effective and efficient system for prioritizing and utilizing limited federal, state, local, and tribal resources for the purpose of reducing fatalities and serious injuries on Nevada's roadways.

The authority for establishing the NECTS Committee is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which authorizes the Department of Transportation Board of Directors to adopt such rules, bylaws, motions and resolutions necessary to govern the administration, activities and proceedings of the Department of Transportation.

2.2 The NECTS shall report to the State Board of Directors of the Department of Transportation and shall be advisory in nature. NECTS includes appropriate stakeholders that meet the membership requirements identified by FAST IFR. Key stakeholders include the highway safety office, law enforcement, and prosecution, adjudication and probation, driver licensing, treatment/rehabilitation, data and traffic records, public health, and communications. NECTS oversees Nevada’s Strategic Highway Safety Plan (SHSP) with strategies developed by multiple disciplines and partners across the state. Those partners review multiple data sources and proven countermeasures to address impaired driving and then allocate various resources toward the identified problem. The Office of Traffic Safety is committed to aligning its goals to reduce Nevada’s impaired fatalities and serious injuries in conjunction with the Nevada Department of Transportation’s (NDOT) Strategic Highway Safety Plan (SHSP).

The Impaired Driving Task Force works collaboratively with NECTS as a critical part of the operational statewide task force dedicated to identifying top impaired driving priorities, and provide input relating to each of the elements within NHTSA’s Highway Safety Program Guideline No. 8 to develop the Strategic Impaired Driving Plan for approval by NECTS.

Key Stakeholders

NV IMPAIRED TASK FORCE			
Organization	Title	First Name	Last Name
Administration Office of the Courts	Specialty Courts Coordinator	Linda	Aguire
DPS Office of Traffic Safety	Public Information Officer	Andrew	Bennett
Washoe County SO Forensic Laboratory	Forensic Analyst of Alcohol	David	Astles
Kimley-Horn	Engineer	Mike	Colety
Nevada Department of Motor Vehicles	Management Analyst II	Zachary	Cord
DPS Office of Traffic Safety	Administrator	Amy	Davey
Reno Police Department	Lt.	Scott	Shaw
Kimley-Horn	Engineer	David	Giacomin

University of Nevada School of Medicine	Project Director, Center for Traffic Safety Research	Laura	Gryder
DPS Office of Traffic Safety	Impaired Driving Program Manager	Victoria	Hauan
DPS Nevada Highway Patrol	Lt.	Kevin	Honea
DPS Nevada Highway PatrolDPS Nevada Highway Patrol	Lt.	Chris	Dreyer
DPS Office of Traffic Safety	Law Enforcement Liasion	Rob	Honea
Nevada Safety amp Diagnostics LLC	Interlock Provider	Douglas	Konersman
Kimley-Horn	Facilitator	Dennis	Osborn
Victim Advocate	Victim Advocate	Stephie	Mager
Las Vegas Metro Police Department	LT.	David	Stoddard
Nevada Department of Transportation Safety	Engineer	Ken	Mammen
Henderson PD Forensic Laboratory	Toxicologist	Timothy	Fassette
Lyft	Marketing Specialist	Alexis	Smith
Las Vegas Justice Court	Specialty Court Coordinator	Tom	Stewart
Pace Coalition	Advocate	Laura	Oslund
DPS Division of Parole amp Probation	Sergeant	Steven	Maczka
Second Judicial District Court	Specialty Courts Manager	James	Popovich
MADD N. NV	Program Coordinator	Debbie	Zelinski
DPS Office of Traffic Safety	Law Enforcement Liasion	Scott	Swain
Las Vegas Metro PD Forensic Laboratory	Toxicologist	Theresa	Suffecool
Washoe County District Attorney Office	Nevada TSRP	Shannon	Bryant
Nevada Office of Attorney General	Grants amp Project Analyst 3	Martie	Washington

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 5/25/2017

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: Nevada Revised Statute 484C.460 - .480; Senate Bill 408 2019 Legislative Session

Amended Date: 6/7/2019

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes

Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: Nevada Revised Statute 483.460

Amended Date: 10/1/2018

Sobriety program information

Legal citations: Yes

State program information: No

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	Yes

Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: Assembly Bill 316; 2019 Nevada Legislative Session

Amended Date:

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: No

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Department of Public Safety

State authority name/title: George Togliatti, Director

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Carson City	2,546

Clark County	44,094
Elko County	1,892
Humboldt County	714
Lyon County	2,947
Mineral County	158
Washoe County	15,947

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 76,028

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: Data State

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	No

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Documents
RE GMSS Input Update.msg
RE Support Request.msg
2019 0621 2020 HSP NV Safety PMs.xlsm
Missing Text Boxes FY2020 NV HSP.msg
Nevada Highway Safety Plan Performance Report and Performance Plan.docx
20190613CertificationsandAssurancesFY20HighwaySafetyGrants.pdf

FFY20 OTS Grant Budget Worksheet (V5ck).xlsx