

STATE OF NEVADA
HIGHWAY SAFETY PLAN
FISCAL YEAR 2011



Prepared by the
OFFICE OF TRAFFIC SAFETY
DEPARTMENT OF PUBLIC SAFETY

Pursuant to
Section 402, Title 23, USC
(Highway Safety Act of 1966, as Amended)

For the
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

August 30, 2010



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August 30, 2010

Dear Nevada Highway Users:

On behalf of the Nevada Office of Traffic Safety, I am pleased to present our State's Federal Fiscal Year (FFY) 2011 Highway Safety Plan. This plan is submitted in compliance with the Interim Final Rule, Published June 26, 1997, supplementing Section 402 of the Highway Safety Act of 1966, Title 23 of the United States Code.

This year's plan is a continuation of a series of successful programs that have evolved and proven effective since 1966. The current plan has been extensively revised, updated and refined in response to current highway safety trends, proven countermeasures, and identified priority problem areas. This plan could not be accomplished without cooperation and partnership between the Nevada Departments of Transportation, Health, and Motor Vehicles, as well as local agencies and community organizations participating in the State's Strategic Highway Safety Plan.

The plan consists of four major elements:

- The Performance Plan explains the process used by the Department's Office of Traffic Safety (OTS) to identify problems, propose solutions, establish goals and performance measures;
- The Highway Safety Plan describes specific projects selected through the application review process for funding. Each project is linked to one or more of the problems identified and the goals established in the Performance Plan.
- The Certification Statement provides assurances that the State will comply with applicable laws and regulations, financial and programmatic requirements, and is in accordance with the special funding conditions of the Section 402 program.
- The Program Cost Summary (HS Form 217) reflects the State's proposed allocation of funds, (including carry forward funds) by program area, based on the problems and goals identified in the Performance Plan and projects and activities outlined in the Highway Safety Plan.

The primary goal of the Office of Traffic Safety is the reduction in both number and severity of traffic crashes in Nevada. This plan provides the most effective blueprint for the achievement of that goal in FFY2011.

Sincerely,

Jearld Hafen
Governor's Highway Safety Representative
Director, Nevada Department of Public Safety

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Executive Summary

Mission Statement

The Nevada Office of Traffic Safety provides funding and expertise, creates partnerships and promotes education to reduce traffic deaths and injuries on Nevada roadways.

As directed by N.R.S. 223.200, and in keeping with federal guidelines, the Department of Public Safety - Office of Traffic Safety (DPS-OTS) prepares a Highway Safety Plan (HSP) for each federal fiscal year. The plan offered on the following pages includes the details and funding levels for various projects to improve traffic safety in the State during the fiscal year beginning October 1, 2010.

Impaired driving (alcohol/drugs) is the most common cause of crashes resulting in death. While Nevada's percent of alcohol related fatalities is near average, the rate per Annual Vehicle Mile (AVM) is higher than average. Speed now accounts for a nearly equal number of fatalities as impaired driving. In addition (based on national estimates), distracted driving is easily in third place as a primary cause of traffic crashes and fatalities.

Even with our explosive growth through 2008, both traffic crashes and fatalities declined each year from 1999 until 2002. The year 2002 showed a dramatic increase in fatalities. This increase was apparent in all categories: motor vehicle occupants, motorcycle, pedestrian, and bicycle. In 2003, there was a decrease in total fatalities but an increase in the percentage of alcohol related fatalities. In 2004, 2005, and 2006 there was an increase in total fatalities. Since 2006 (the high point for total fatalities) there has been a significant decrease in total fatalities in each of the following years (2007, 2008, and 2009). The decrease in fatalities was not spread equally among the four "person types" tracked.

The following is the number of fatalities and percent change over three years from 2006 to 2009 for each person type (Motor Vehicle Occupant (MVO), Motorcycle (MC), Pedestrian, and Bicyclist).

YEAR	2006	2009	% Change
MVO	329	156	-52.6%
MC	50	40	-20.0%
Pedestrian	51	36	-29.4%
Bicycle	1	7	+600%
Other	0	4	+400%
TOTAL	431	243	-43.6%

For the last 20+ years, Nevada has led the nation in population growth in all but one year. In 2009 Nevada actually lost population, a dramatic change from the historical record. The dramatic changes will continue to affect Nevada. Currently the State is worst in unemployment rate in the nation, and has the largest percentage of short fall in balancing their budget (50% shortfall). With an economy based on discretionary spending and growth in construction it is unlikely that basic services (state and local) will be continued at the present level. With this in mind, it is prudent for the Office of Traffic Safety to concentrate on proven programs that address the most critical areas and will yield the largest potential gains.

Nevada's Office of Traffic Safety has core programs that have proven to be effective in reducing fatalities. The "Joining Forces" program for enforcement activity has matured and is largely responsible for the gains made in recent years. The gains include the reduction in fatalities noted above and for increasing the observed seat belt usage to at least 90% for the last several years (2010 rate is 93.2%). The reduction in recidivism for impaired drivers is benefiting from the increase in DUI courts within the state, from one DUI Court in 2001 to eight in 2009. Continued interest will help these programs expand. There is also a statewide network of child passenger safety seat (CPS) installers and inspectors to provide services for everyone who needs a Child Passenger Seat. This network also provides service (installation and training) for individuals who must attend based on Nevada CPS laws. Nevada also continues to improve the quality and timeliness of crash data collection from law enforcement and integration of this information with courts and health providers is in process.

For the fiscal year beginning October 1, 2010, a total of \$2.06 million in federal traffic safety funds will be allocated to traffic safety programs. The \$2.06 million represents new 402 funding plus some 402 carry-forward funds. This document details those plans. At the conclusion of this summary is a review of traffic safety problems in Nevada. This is followed by the objectives, which outline the program goals and provide the measurements used for evaluation of the plan. While the primary goal of this plan is to reduce the number of people killed or injured on Nevada's highways, measurement of objectives within specific program areas will be used to assess its overall effectiveness.

Following the program objectives, details of specific projects constituting the traffic safety program are provided. Most projects are undertaken by community partners, which include law enforcement, engineering, medical services, and nonprofit agencies. Some of these projects are continued from the current year and others will be implemented for the first time this fiscal year. Projects were selected based on DPS-OTS priorities and ranking within those priorities. It is the accumulated impact of all the projects, conducted year after year, that makes the difference.

The projects list all funding sources including: Sections 402, 405, 406, 408, 410 and 2010. Funding charts show percent (%) by program area and 'share to local' for 402, with a second set of charts showing the same information for all funding sources combined.

Some projects, such as the development of a traffic records system, are undertaken within the Office of Traffic Safety. Other state agencies, such as the Highway Patrol and the two State Universities, also conduct traffic safety programs. The majority of the programs, however, are conducted by local organizations. It is the combined efforts of all participants that make Nevada a safer place to drive, ride, bicycle and walk.

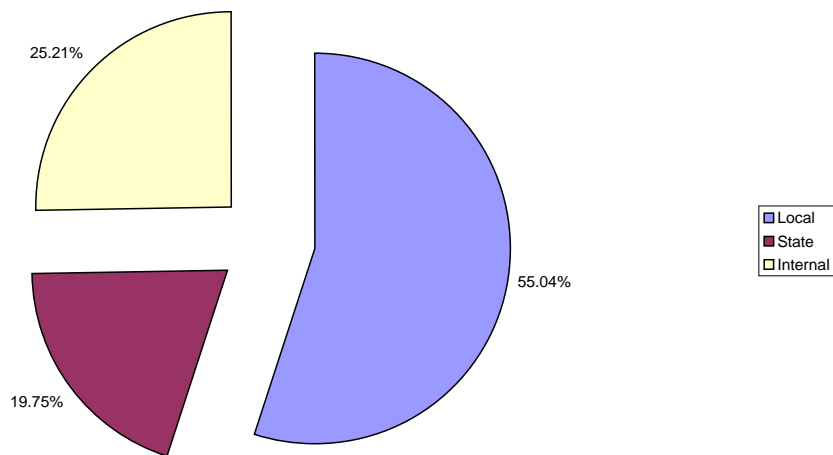
As required by Federal statutes, a detailed cost summary is included. An annual report to evaluate the implementation, administration, and effectiveness of the FFY2010 Highway Safety Plan will be prepared in December 2010.

The following charts show the percent of total funding by program area and the distribution by jurisdiction for FFY2011. The first two charts are based on the projected new 402 funding amount and estimated carry-forward for 402. The second set of charts shows the same information with the total projected funding from all sources: 402, 405, 406, 408, 410 and 2010.

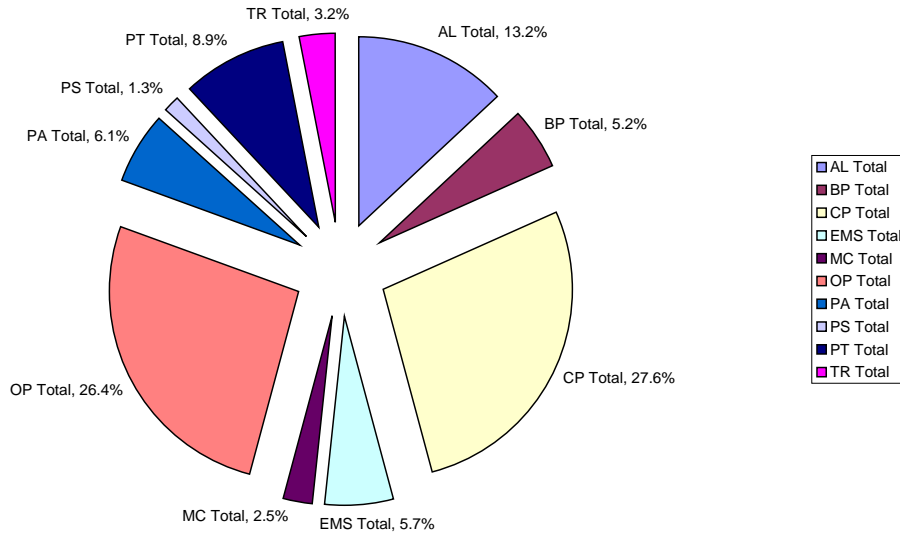
The total anticipated funding for 402 is \$ 2,059,069 (new funding + carry forward).

The total anticipated funding for all sources is \$ 8,126,640.

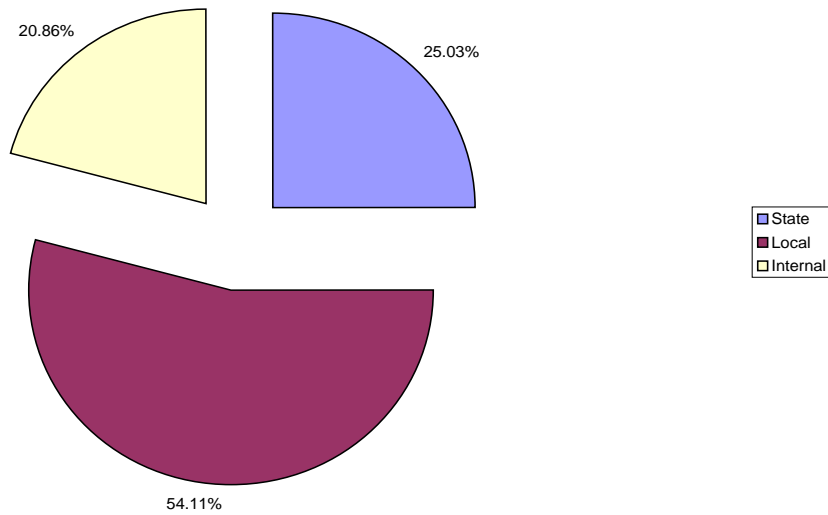
Percent Share for Local, State, & Internal - 402 Funding, Nevada 2011



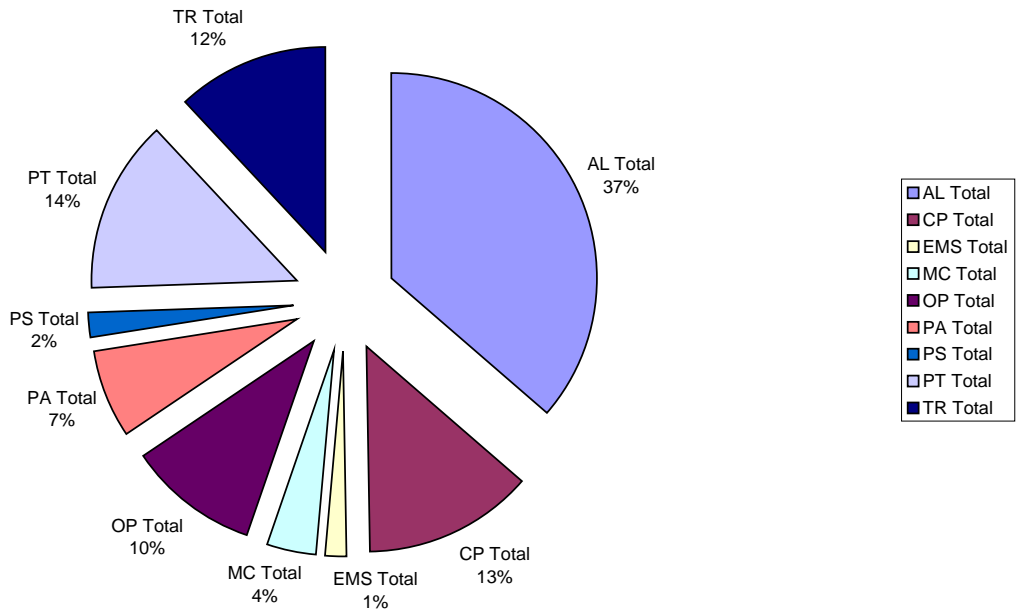
402 Funding - % by Program FFY 2011



Percent Share, Local, State, & Internal - Total Funding Nevada 2011



Total Funding by Program - All Sources



The total projected funding includes Sections 402, 405, 406, 408, 410 and 2010 funding sources.

Introduction

The Highway Safety Plan (HSP) outlines both the current traffic safety situation in Nevada and the plan for improving traffic safety during FFY 2011. A major component of the Highway Safety Plan is the projects that will be funded during the year. These projects are implemented by local agencies, community coalitions, regional and state agencies, and cooperative efforts by multiple entities throughout Nevada.

In developing the HSP, Nevada considers several things when identifying projects/programs for the upcoming fiscal year: what are the State's critical emphasis areas (identified in the state's Strategic Highway Safety Plan, or SHSP); what are proven countermeasures to those problems, what the data is saying in relation to resource allocation, and what partners are proposing to do to positively affect traffic safety issues in Nevada.

Law Enforcement overtime enforcement efforts such as the Memorial Day "Click it or Ticket" (CIOT) campaign, or "Over the Limit. Under Arrest" DUI campaigns are key to the success of the HSP. As such, an OTS program was developed specifically for overtime enforcement of traffic safety laws. If a law enforcement agency wishes to have overtime funding they must participate in the *Joining Forces* Program during the Memorial Day CIOT and Labor Day DUI campaigns. After agreeing to these two campaigns any other special emphasis events may be selected. Even with additional events being optional, an annual Joining Forces calendar outlining each month's focus area/event type is disseminated to all of NV law enforcement. In this way, all agencies with overtime activities will be working on the same program area, and campaigns' earned media and paid media statewide will have the same message.

The net effect of this program is that the larger agencies participate with 10 to 14 overtime events throughout the year and many double this number by using other funding and their own resources. Since the start of the program in 2002, with 9 of 32 agencies, the number of agencies participating has increased and currently represents over 96% of the state's population within jurisdictions participating in the program.

In addition, all eligible organizations are invited to submit an application for grant funds. A Request for Funds (RFF) is sent to all organizations that have applied within the past three years (successful and unsuccessful) and any new organization/agency that requests a copy of the RFF. These applications were due by the end of March. Applications must identify a problem, be supported by relevant data, and be beyond the current resources of the applicant. The applications must also identify how the funding by OTS will be used to address the problem and what degree of improvement is expected.

All of the proposals received are ranked by office staff and selected individuals with traffic safety expertise specific to Nevada. After this review and ranking process, the overall traffic safety goals of Nevada's Office of Traffic Safety are compared to the new proposals. These areas of concern (priority program areas) were clearly identified in the RFF. If areas of concern are not adequately addressed, funding is reserved for a community partner or appropriate agency who is then solicited to implement a program in the desired area. The most recent example of a program that was solicited to fill a need was the implementation of a DUI court in Washoe County.

Other funding is also identified in the Plan such as public information and education programs/materials, training programs, and planning and administrative costs related to the operation of the OTS. State hard and soft match funds cover costs not listed in this plan.

PERFORMANCE PLANNING

DATA ANALYSIS

The Nevada Annual Highway Safety Performance Plan is driven by State and local crash data to ensure that recommended improvement strategies and 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 those strategies that will prevent the most crashes and assist in identifying locations with the greatest need. Data utilized in the development of the Highway Safety Plan is obtained from, but not limited to:

- Fatality Analysis Reporting System (FARS)
- Nevada DOT Annual Crash Summary (NDOT)
- Nevada Citation and Accident Tracking System (NCATS)
- Nevada Department of Motor Vehicles Special Reports
- Occupant Protection Observational Survey Report
- Nevada Highway Patrol 'Safe Stat' Reports
- University of Nevada Las Vegas - Transportation Research Center
- NHTSA Special Reports
- Emergency Medical Services NEEDS / NEMESIS
- State Demographer Reports
- University Medical Center-Trauma records for motor vehicle crash victims

PROBLEM IDENTIFICATION

Strategies and projects included in the Highway Safety Plan are based on; 1) the analysis of Nevada highway safety information system data, 2) program assessments and management reviews conducted by NHTSA, and 3) the Nevada Strategic Highway Safety Plan (SHSP). The SHSP determines critical emphasis areas, and recommended strategies to address those program areas are subsequently included in the DPS-OTS Highway Safety Plan as feasible. Statewide strategies and projects are also developed by the staff of DPS-OTS, in cooperation with other State, local and non-profit agencies. Local strategies and projects are developed by working with agencies and organizations that have expressed an interest in implementing a safety project in their community or area of responsibility. Negotiations are conducted, when needed, to develop measurable goals and objectives and to ensure that budgets are appropriate for the work to be performed. Key stakeholders include but are not limited to:

Nevada Department of Transportation
Nevada Division of Health,
Office of Emergency Medical Systems
STOP DUI
Attorney General Coalition on Impaired Driving
NV Sheriffs and Chiefs Association
Regional Transportation Commissions (MPO)

Nevada Department of Motor Vehicles
Nevada DPS Highway Patrol

Northern Nevada DUI Taskforce
State CPS Task Force
Safe Kids & CPS Advocate Groups
University of Nevada (Reno & Las Vegas)

Various non-profit organizations and agencies
NV DPS Office of Criminal Justice Assistance
Traffic Records Coordinating Committee
Administrative Office of the Courts

Health Child and Family Svc (EUDEL)
NV Committee on Testing for Intoxication
UNLV-TRC's Safe Communities Partnership
Nevada Department of Education

PERFORMANCE GOALS

Performance goals identify what the Office of Traffic Safety hopes to accomplish by implementing the strategies and projects outlined in the Highway Safety Plan and are developed by:

- Reviewing goals and objectives contained in Nevada's Strategic Highway Safety Plan
- A review of the problem areas identified during the analysis process
- In consideration of Nevada laws and statutes, and
- In collaboration with other stakeholders

This year is the second to use the NHTSA & GHSA newly developed Performance Outcome Measures. These 14 performance measures are used to measure progress in reducing fatalities and serious injuries on Nevada's roadways. The base period starts with data from 2004 and will be maintained into the future.

Nevada has also chosen to use specific rates for measuring progress. This has helped in the past to ensure that the extreme growth in population Nevada experienced in the last twenty years, and increased number of vehicles is taken into account when identifying success. To be as current as possible, Nevada uses fatalities and crashes per 100,000 population. Sources are non-imputed FARS fatalities, NCATS, and demographic estimates of the population for the corresponding year. This performance measure for each program area is addressed within each program area section of the HSP.

PROJECT SELECTION

State, local and non-profit agencies are provided a Request for Funds (RFF) for projects that will address priority problem areas as well as DPS-OTS performance goals and strategies. Applications are selected for award based on the following:

- Was the problem adequately identified?
- Is the problem identification supported by accurate and relevant data?
- Will this project save lives and reduce serious crashes?
- Are the goals and objectives realistic and achievable?
- Is this project cost effective?
- Is the evaluation plan sound?
- Does the project address critical emphasis areas contained in Nevada's Strategic Highway Safety Plan?

MONITORING AND TECHNICAL ASSISTANCE

Two aspects of performance planning often overlooked are monitoring and technical assistance. Projects awarded to State, local and non-profit agencies are monitored to ensure work is performed in a timely fashion and in accordance with the project agreement. Monitoring is

accomplished by observing work in progress, examining products and deliverables, reviewing quarterly activity reports, desk correspondence, and on-site visits.

In addition to monitoring projects and programs, DPS-OTS technical staff also provide assistance to project managers on an as-needed basis. Assistance includes providing and analyzing data, purchasing and fiscal management, reporting, and project management.

ANNUAL REPORT

After the end of the federal fiscal year, each project is required to submit a final report detailing the successes and challenges of each project funded during the year. This information is used to evaluate future projects and to substantiate the efforts of the DPS-OTS in reducing fatal crashes and serious injuries.

PROBLEM IDENTIFICATION

Demographics

In identifying traffic safety issues, it is important to understand how the extreme demographics within Nevada contribute to the problem. There are two metropolitan areas in Nevada: Las Vegas on I-15, 40 miles from the California border; and Reno, 450 miles to the north and just 10 miles from the California border on I-80. As more and more people move to these two areas they are finding less expensive housing within 70 miles of each city. Even at 70 miles from the “city center” the commute time is usually just over an hour.

As a result, if the two areas are defined as a circle with a 70-mile radius, 96+% of Nevada’s population live in these two areas. The balance of Nevada (roughly 300 miles by 500 miles) has less than 4% of the population. For the greater Las Vegas area, fewer than 50,000 of the 1,851,000 metro population lives outside of the city’s urban area. For the greater metro area of Reno/Sparks, 194,000 of the total population of 603,000 live more than 30 and less than 70 miles from downtown.

The traffic safety problems within Nevada are the typical problems of a metropolitan area. Even without the extraordinary growth rates of the past decades, the infrastructure and growth of resources continue to lag far behind the need. The rural areas of the state present a particular problem as they encompass 73% of the geographical area with only 4% of the population.

When reviewing this data, the Office of Traffic Safety classifies Clark County as an urban county, (98% of Clark County’s population is in the greater Las Vegas Metropolitan Area). Washoe, Carson City, Lyon, and Douglas Counties are also considered as urban in character (population over 50,000). Storey and Churchill counties in the Reno area and a small corner of Nye County in the Las Vegas area are within the 70-mile zone and are also growing. We are tracking this subset of rural counties as they are developing “bedroom” communities for the urban areas and significantly increasing the commuter traffic on the predominately two-lane roads and highways. The balance of the State is classified as rural/frontier.

Fatalities

Starting in 2002, the trend has been upwards in both fatalities and population. Fatalities during the 2002 to 2006 period were up 13.4%, from 380 in 2002 to 431 in 2006. The population continued to grow at an extraordinary rate, for example, Las Vegas estimates over 5,000 people and 3,000 new vehicles were added each month from 2002 to 2007.

Motor vehicle occupant fatalities increased until 2006 and then had a significant decrease during the following three years (2007, 2008, and 2009). Motorcycle and pedestrian fatalities were relatively flat from 2005 to 2008 but both showed significant decreases in 2009. A problem with evaluating motorcycle, pedestrian, and bicycle fatalities based on hard numbers is that the numbers are relatively small and thus prone to wide fluctuations in percent change.

TRAFFIC FATALITIES – NEVADA 2002 – 2009

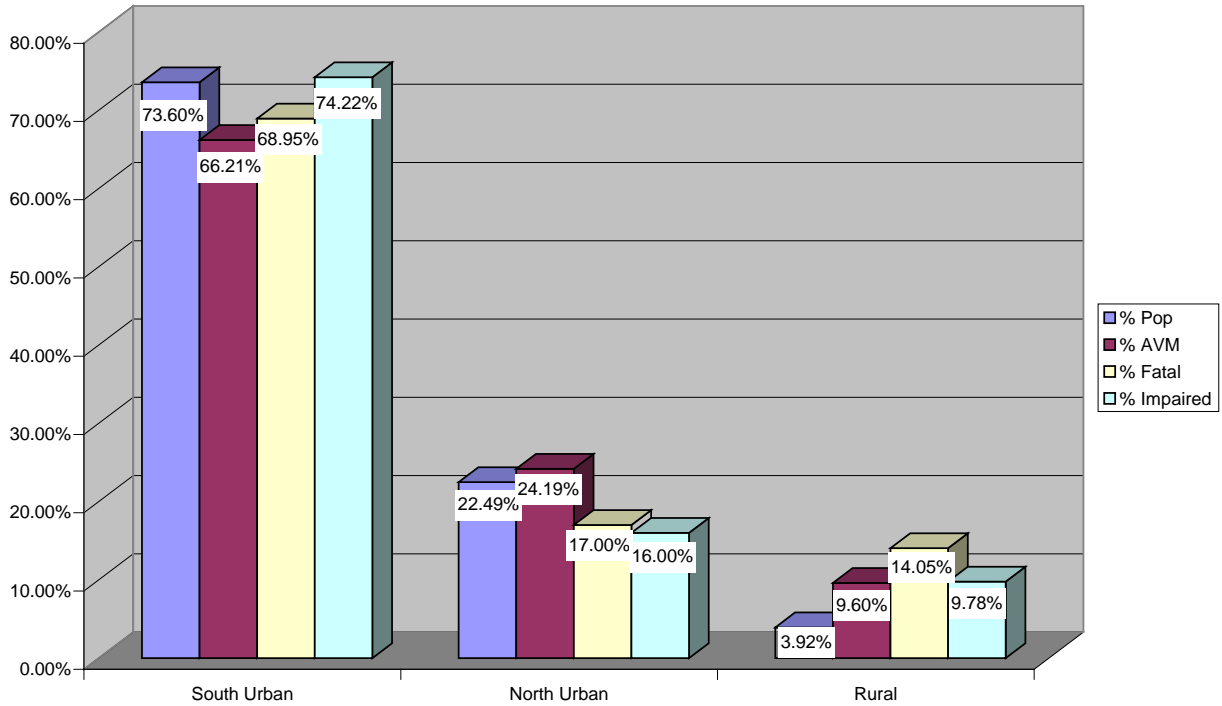
Year	Motor Vehicle	Motorcycle	Pedestrian	Bicyclists	Other	Total
2002	284	33	57	6	1	381
2003	267	25	66	10	0	368
2004	270	48	62	14	0	395
2005	306	51	60	10	0	427
2006	319	49	54	10	0	432
2007	257	51	55	10	0	373
2008	198	57	57	7	5	324
2009	156	40	36	7	4	243

When the fatality rate per AVM is used for Nevada it reveals a different perspective of the problem within the state.

While the population/vehicles on Nevada's roadways is increasing by 6% to 10% each year, the miles driven only increased 6% over the past three years in total. Much of the reason is in the combination of location of the major metropolitan areas, and the concentration of population in those two areas.

With 96% of Nevada's population living within a mean distance of 35 miles from work, the commute distance is relatively low. The heavily populated area of Las Vegas is essentially a 12 to 15 mile radius. The tens of thousands of visitors who drive to Nevada have limited exposure on Nevada highways, since the large majority comes from California. Las Vegas is 275 miles from Los Angeles with only 40 miles in Nevada. Reno is 230 miles from San Francisco with only 10 miles in Nevada. The following chart shows the relationship between fatalities, impaired fatalities, population, and AVM.

% Comparison, Three Regions of Nevada (2004-2007 average) Population, AVMT, Fatal, Impaired



The Las Vegas metro area has over 73% of the population with only 66% of the AVM and 69% of the fatalities. The Reno metro area has 22.5% population, 24.2% of AVM with 17% of the fatalities, while the rural areas have 2 ½ times the AVM and 4 times the fatalities compared to their population.

Much of the difference between urban and rural Nevada AVM is related to the 5 major highways that traverse our state:

- I-80, across the northern part of Nevada, total miles is 410 (84 urban and 326 rural);
- I-15, across the southern part of the state, total miles 122 (103 urban and 19 rural);
- US 50 east/west through central Nevada, total miles 463 (70 urban and 393 rural);
- US 95 (western north/south route), total miles 640 (140 urban and 500 rural);
- US 93 (eastern north/south route), total miles 706 (140 urban and 566 rural);

There are a total of 537 urban miles and 1,751 rural miles for these five major highways. Resources are extremely limited for the rural 1,751 miles of major highways as only 4 % of the state’s population lives in these rural areas.

In setting goals and identifying problems Nevada has chosen to concentrate on the fatality rate for the state/region as appropriate. To Nevada, this is the true “bottom-line”. The rate is calculated based on fatalities per 100,000 population to reflect the most current information.

Alcohol/Impaired Driving

Impaired driving (alcohol and/or drugs) continues to be a serious problem in Nevada. Impaired driving was responsible for 36% of all fatalities during 2009 (new definition based on raw data).

After many years of effort, Nevada finally achieved a percent of impaired fatalities that was closer to the national average. However, because of the relatively low AVM driven in Nevada (see discussion above in Fatalities), Nevada ranked 13th in the nation in impaired fatalities per AVM in 2007. Nevada passed a 0.08 blood alcohol content (BAC) impaired driving law during its 2003 Legislative Session (effective September 23rd, 2003). Additional legislation was passed in 2005 that included felony offenses for all subsequent convictions after the first felony conviction (no look-back limitation).

The hardcore abuser, high Blood Alcohol Content (BAC) driver, continues to be a major problem in Nevada. The chart on the following page is representative of the BAC levels found in drivers of fatal crashes. This pattern holds true for individual age groups (including underage drinkers, 18 - 20). The average BAC in alcohol-related fatalities for adults is 0.18, and for those under 21 the average BAC is 13.6%.

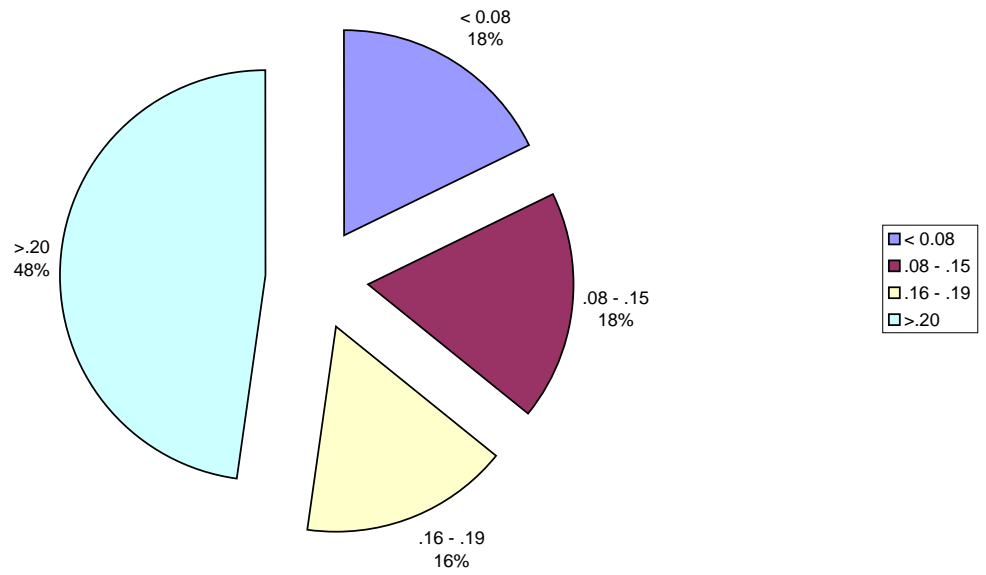
As these drivers are the hardest to reach, consistent methods must be maintained to identify and remove these individuals from the roadways. In addition, these people are typically alcohol dependent and once identified, special emphasis needs to be placed on correcting the alcohol problem or these individuals will continue to drive impaired.

An additional problem for Nevada is while progress has been made in reducing the percent of alcohol impaired drivers, some of the decrease in alcohol related fatalities is hidden by an increase in drug-only related fatalities. Since 2000, there has been a significant increase in the number of impaired drivers that are drug-only drivers. The chart on the following page shows the increase in drug related fatalities since 2000 (both 'alcohol + drug' and 'drug only').

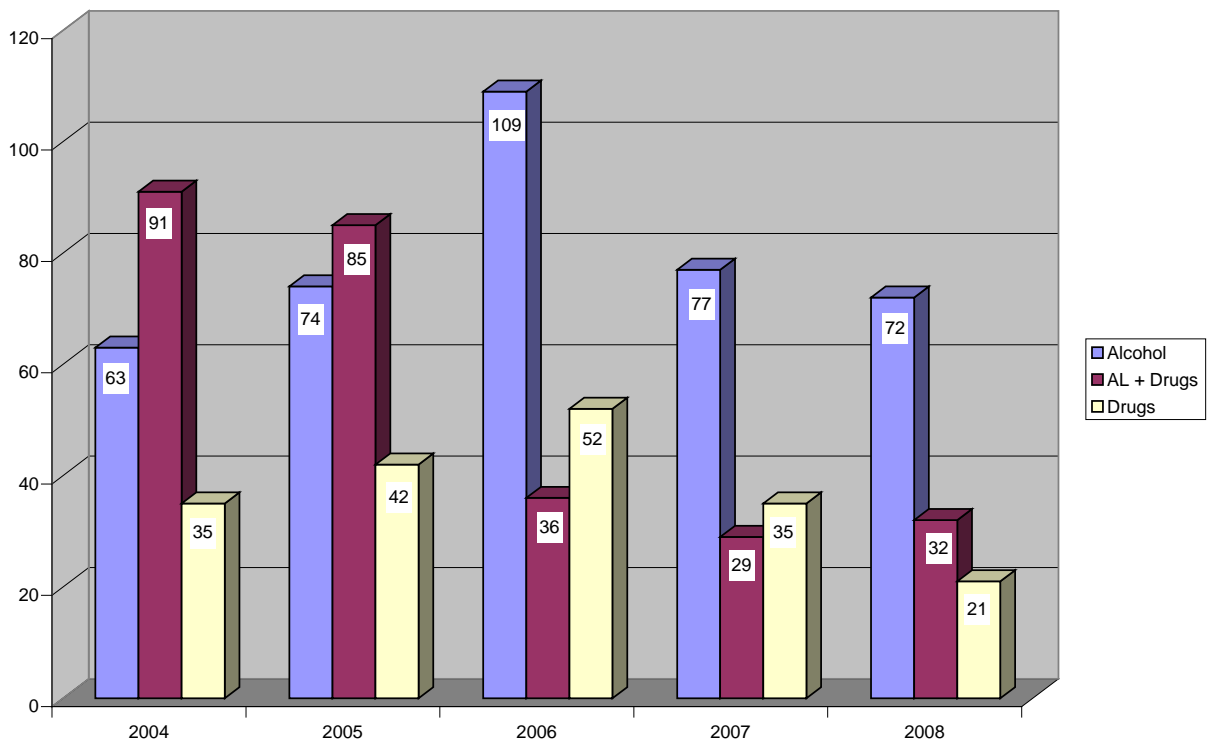
Note: The drug-only drivers represent only those drivers with prohibited drugs in their system per the Nevada Revised Statutes. The numbers do not include other drugs (controlled, prescription, etc.).

Note: The most recent FARS data available is 2008 data. The 2009 file has not yet been closed.

BAC Levels, Nevada 2008 Fatalities



Drivers Impaired by: Alcohol, Alcohol + Drugs, Drugs Only - Nevada, 2004 - 2008



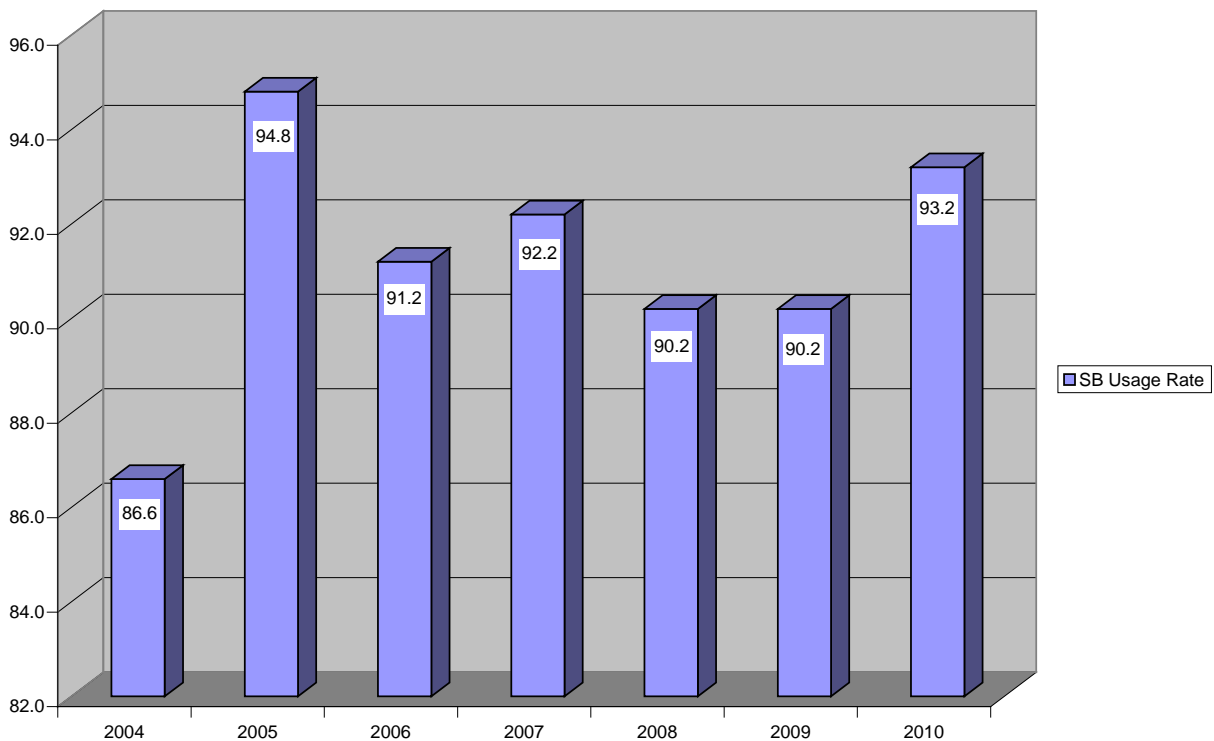
Occupant Protection

Nevada is a secondary seat belt law state. The observed usage rate for 2002 was 74.5%. The findings for the 2010 usage survey show that Nevada is now at 93.2% usage. This is the sixth year that Nevada exceeded a 90% usage rate. Consistent enforcement and paid media have primarily contributed to a 27% increase in the usage rate since 2002.

While the overall observed usage (shoulder belt survey) is well above the national average, the rate for child seat usage is considerably lower. Much more work is needed in this area. Nevada does have a primary child restraint law for children under age 6 and under 60 pounds (this was increased from 5/40 in 2004).

The restraint use by fatal occupants in motor vehicle crashes is still far too low. With the exception of 2008 (a 10% decrease from 2007), the rate has been within 2% of just one half of fatalities using seat belts. This is in tandem with an observed usage rate of at or above 90%.

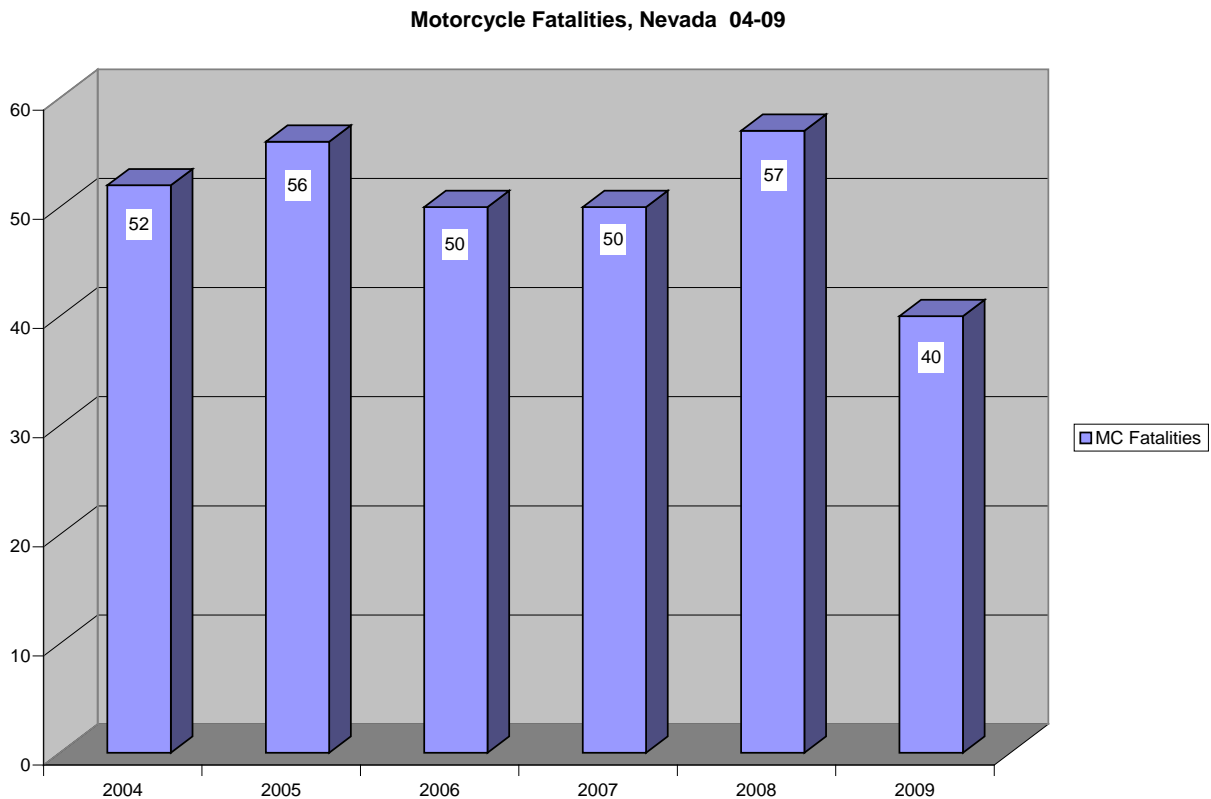
Seatbelt Usage Rate, Nevada 04-10 (Day Time Survey)



Motorcycle

The fatalities for motorcycle crashes are still subject to large percentage swings but the trend has been upward for the past few years. After a significant increase in 2004, there's been a leveling off in the number of fatalities. Motorcycle fatalities dropped in 2009, but it is still too early to signal any trend. Nevada is experiencing the same problems as many other regions of the country, where older riders returning to motorcycling are finding the performance of current machines far different than they were used to; and traffic is much heavier and congested, leading to increased crashes for this older age group. The second group experiencing problems is the younger rider that is buying the high performance motorcycle which exceeds their riding skills.

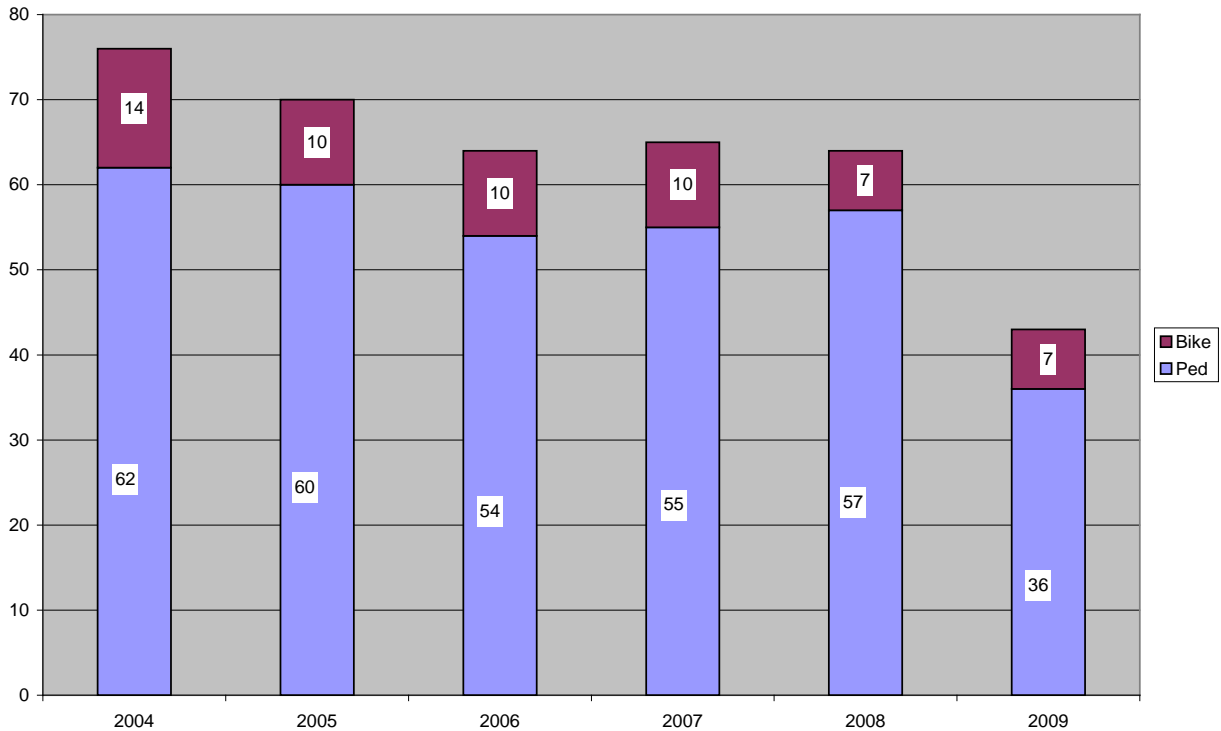
The Nevada Rider Motorcycle Safety program has excellent new rider and experienced rider training courses. Capacity issues are the limiting factor in continuing the growth of the program in the near future (the capacity relates to the deficiency in course locations/facilities available, and not to the number of instructors).



Pedestrians and Bicyclists

The majority of Nevada's pedestrian/ bicycle fatalities occur in the Las Vegas metropolitan area, representing approximately 75% of the state's totals each year. Even with approximately 40 million visitors per year to this area, the fatalities are not among visitors but instead the residents of Las Vegas. The 24/7 nature of the gaming/hospitality industry means individuals who work in this industry are going to or coming home from work at all hours of the day/night. An additional complication to the pedestrian fatality problem is the infrastructure. Wide, multilane streets; high speed limits; poor lighting in some areas; minimal sidewalks; long blocks; etc., are conditions that have created an "unfriendly" environment for pedestrians and bicyclists in the Las Vegas area.

Pedestrian-Bike Fatalities, Nevada, 2004 - 2009



Performance Measure Charts

(2009 data are unofficial numbers from Nevada FARS analyst)

C-Core Measures

C-1 Number of Traffic Fatalities

TOTAL FATALITIES

C-1

Number Fatalities	Number of Fatalities					
	Total	Urban		Rural		
		Number	Percent	Number	Percent	
2004	395	249	63.04%	146	36.96%	
2005	427	259	60.66%	168	39.34%	
2006	431	274	63.57%	157	36.43%	
2007	373	248	66.49%	122	32.71%	
2008	324	200	61.73%	123	37.96%	
2009	243	137	56.38%	106	43.62%	
2010						
2011						
2012						
2013						
2014						
2015						

(diff. is a small number of unknown location)

C-2 Number of Serious Injuries (non-fatal crashes)

NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES

Year	Injuries			Total Crashes
	Incapacitating	Non-incapacitating	Total	
2004	1,595	6,305	7,900	6,440
2005	1,689	6,544	8,233	6,726
2006	2,011	8,339	10,350	8,431
2007	1,930	8,282	10,212	8,228
2008	6,886	1,558	8,444	6,863
2009	6,492	1,412	7,904	6,512
2010				
2011				
2012				
2013				
2014				
2015				

(KABCO codes, Serious Injury equals code A + B)

C-3

Fatalities/AVMT (total, urban, and rural)

TOTAL FATALITIES

C-3

Rate per 100 Million Vehicle Miles

Year	Miles	Total		Urban		Rural	
		Number	Rate	Number	Rate	Number	Rate
2004	20,248	395	1.95	249	1.23	146	0.72
2005	20,776	427	2.06	259	1.25	168	0.81
2006	21,824	431	1.97	274	1.26	157	0.72
2007	22,146	373	1.68	248	1.12	122	0.55
2008	21,021	324	1.54	200	0.95	123	0.56
2009	21,046	243	1.15	237	1.13	106	0.50
2010							
2011							
2012							
2013							
2014							
2015							

C-4

Number of Unrestrained MVO Fatalities (all seating positions)

**NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANTS
FATALITIES - ALL POSITIONS**

C-

4

Year	Restrained		Unrestrained		Unknown		Total Number
	Number	Percent	Number	Percent	Number	Percent	
2004	126	48.09%	123	46.95%	13	4.96%	262
2005	121	42.76%	140	49.47%	22	7.77%	283
2006	133	42.63%	147	47.12%	32	10.26%	312
2007	114	45.06%	123	48.62%	16	6.32%	253
2008	95	48.47%	91	46.43%	10	5.10%	196
2009	71	45.51%	79	50.64%	6	3.85%	156
2010							
2011							
2012							
2013							
2014							
2015							

C-5 Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 or above.

ALCOHOL RELATED FATALITIES C-5

Number Fatal	Number of Fatalities		Urban		Rural	
	Number	Percent	Number	Percent	Number	Percent
2004	112	28.35%				
2005	135	31.62%				
2006	144	33.41%				
2007	118	31.64%				
2008	107	33.02%				
2009	88	34.51%				
2010						
2011						
2012						
2013						
2014						
2015						

(diff. is a small number of unknown location)

**C-6 Number of Speeding Related Fatalities
NUMBER OF SPEEDING-RELATED FATALITIES**

Year	Number of Fatalities		% Speed
	Total	Speed	
2004	395	135	34.18%
2005	427	160	37.47%
2006	431	159	36.89%
2007	373	97	26.01%
2008	324	93	28.70%
2009	243	126	51.85%
2010			
2011			
2012			
2013			
2014			
2015			

C-7 Number of Motorcycle Fatalities

C-8 Number of Unhelmeted Motorcycle Fatalities

**NUMBER OF MOTORCYCLE FATALITIES C-7
NUMBER OF UNHELMETED MOTORCYCLE FATALITIES C-8**

Year	Total Fatalities	Helmeted		Unhelmeted		Unknown	
		Number	Percent	Number	Percent	Number	Percent
2004	52	38	73.08%	12	23.08%	2	3.85%
2005	56	35	62.50%	15	26.79%	6	10.71%
2006	50	41	82.00%	9	18.00%	0	0.00%
2007	51	44	86.27%	7	13.73%	0	0.00%
2008	59	44	74.58%	15	25.42%	0	0.00%
2009	42	39	92.86%	2	4.76%	1	2.38%
2010							
2011							
2012							
2013							
2014							
2015							

C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes

NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES

Year	Number of Drivers			Percent of Drivers			Total Drivers
	<21	21+	Unknown	<21	21+	Unknown	
2004	55	463	11	10.40%	87.52%	2.08%	529
2005	68	504	12	11.64%	86.30%	2.05%	584
2006	71	525	22	11.49%	84.95%	3.56%	618
2007	67	433	14	13.04%	84.24%	2.72%	514
2008	50	386	8	11.26%	86.94%	1.80%	444
2009	36	330	0	9.84%	90.16%	0%	366
2010							
2011							
2012							
2013							
2014							
2015							

C-10**Number of Pedestrian Fatalities****NUMBER OF PEDESTRIAN FATALITIES C-10**

Year	Total Fatalities	Pedestrian Number	% Ped.
2004	395	60	15.19%
2005	427	63	14.75%
2006	431	51	11.83%
2007	373	52	13.94%
2008	324	56	17.28%
2009	243	36	14.81%
2010			
2011			
2012			
2013			
2014			
2015			

B – Behavioral Measure**B-1****Observed Seat Belt Use for MVO, Front Seat Outboard Occupants****OBSERVED SEAT BELT USE SURVEY**

Year	% Observed wearing restraint
2004	86.6
2005	94.8
2006	91.2
2007	92.2
2008	90.2
2009	90.2
2010	93.2
2011	
2012	
2013	
2014	
2015	

A – Activity Measures

A-1 Number of Seat Belt Citations Issued During Grant Funded Activities

A-2 Number of Impaired Driving Arrests During Grant Funded Activities

A-3 Number of Speeding Citations Issued During Grant Funded Activities

Year	Occupant Protection			Speed Citations	DUI Arrests
	Seat Belt	CPS	Total		
2004			0		
2005			0		
2006	2119	291	2410	2098	315
2007	1619	123	1742	7752	504
2008	5594	580	6174	14052	507
2009	3612	431	4043	20883	1167
2010			0		
2011			0		
2012			0		
2013			0		
2014			0		
2015			0		

Additional Performance Measures for Nevada

Note:

These performance measures are based on FARS data that do not include imputation. While some of the measures are the same as NHTSA, some are also significantly different, especially for Alcohol Related measures. Nevada does include drug-only data with its impaired driving fatality numbers as we is able to identify prohibited drugs that have a per se level per Nevada statutes.

Because of the difference in data sets used, Nevada uses these measures to identify trends in determining progress made and goal setting.

MVO = Motor Vehicle Occupant; MC = Motorcycle Occupant
 B/P = Bicyclists & Pedestrians; AL = Impaired (Drug or Alcohol)

Basic Rates per Population

Year	Population	Fatalities					Rate per 100,000 Population				
		Total	MVO	MC	B/P	AL	Total	MVO	MC	B/P	AL
2000	1,998,257	323	259	21	51	158	16.16	12.96	1.05	2.15	7.91
2001	2,106,074	314	248	21	50	135	14.91	11.78	1.00	2.14	6.41
2002	2,206,022	380	293	35	63	157	17.23	13.28	1.59	2.36	7.12
2003	2,296,563	367	306	26	76	139	15.98	13.32	1.13	1.52	6.05
2004	2,410,769	395	283	52	76	146	16.38	11.74	2.16	2.49	6.06
2005	2,518,870	427	308	56	70	138	16.95	12.23	2.22	2.50	5.48
2006	2,623,050	431	329	50	64	162	16.43	12.54	1.91	1.98	6.18
2007	2,718,336	373	269	50	65	133	13.72	9.90	1.84	1.99	4.89
2008	2,738,733	324	198	57	63	132	11.83	7.23	2.08	2.34	4.82
2009	2,711,206	243	156	40	43	88	8.96	5.75	1.48	1.59	3.25
2010											
2011											

Basic Rates per Annual Vehicle Miles Traveled (AVMT)

Year	AVMT	Fatalities					Rate per 100,000,000 AVMT				
		Total	MVO	MC	B/P	AL	Total	MVO	MC	B/P	AL
2000	17,900,000,000	323	259	21	51	158	1.80	1.45	0.12	0.24	0.88
2001	18,350,000,000	314	248	21	50	135	1.71	1.35	0.11	0.25	0.74
2002	19,219,800,000	380	293	35	63	157	1.98	1.52	0.18	0.27	0.82
2003	19,477,878,222	367	306	26	76	139	1.88	1.57	0.13	0.18	0.71
2004	20,474,628,065	395	283	52	76	146	1.93	1.38	0.25	0.29	0.71
2005	20,832,891,297	427	308	56	70	138	2.05	1.48	0.27	0.30	0.66
2006	22,041,403,502	431	329	50	64	162	1.96	1.49	0.23	0.24	0.73
2007	22,199,805,751	373	269	50	65	133	1.68	1.21	0.23	0.24	0.60
2008	21,021,848,431	324	198	57	63	132	1.44	0.94	0.27	0.30	0.63
2009	21,046,860,603	243	156	40	43	88	1.16	0.74	0.19	0.20	0.42
2010											
2011											

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**PROGRAMS, PROJECTS, STRATEGIES,
AND PERFORMANCE MEASURES**

Nevada
Highway Safety Plan

FFY2011

ALCOHOL IMPAIRED DRIVING (AL)

The Nevada Department of Public Safety - Office of Traffic Safety, in cooperation with other state and local agencies, has a comprehensive program to combat impaired driving. The key elements of the plan include prevention, deterrence, treatment and rehabilitation.

Despite the many activities and programs to reduce impaired driving, alcohol continues to be a significant problem for Nevada. The percentage of alcohol and drug related crashes and fatalities spiked significantly in 2003, dropped again in 2004 and from 2005 to 2008 remained between 31% to 33% (based on most recent NHTSA FARS data). The State impaired fatality rate per vehicle miles traveled (alcohol related fatalities per 100 million VMT) was the 13th worst in the nation in 2007. By 2009 the rate per VMT dropped to near the national average while the percent of alcohol related fatalities increased, even though the total number decreased.

Note: the chart uses raw fatality numbers for current fatalities and rates.

ALCOHOL RELATED FATALITIES

C-5

Number Fatal	Number of Fatalities					
	Total		Urban		Rural	
	Number	Percent	Number	Percent	Number	Percent
2004	112	28.35%				
2005	135	31.62%				
2006	144	33.41%				
2007	118	31.64%				
2008	107	33.02%				
2009	88	36.21%				
2010		33%				
2011		31%				

Rate per 100 Million Vehicle Miles

Year	Miles	Total	
		Number	Rate
2004	20,248	112	0.55
2005	20,776	135	0.65
2006	21,824	144	0.66
2007	22,146	118	0.53
2008	21,021	107	0.51
2009	21,046	88	0.42
2010			0.40

PERFORMANCE GOAL

- Decrease the percentage of Alcohol Related Fatalities from 33% in 2008 to 31% by 2011.
- Decrease the Alcohol Related Fatalities per 100m VMT from 0.53 in 2007 to 0.40 by 2011.

STRATEGY

- Emphasize driver education through well-publicized enforcement of State DUI laws supported by earned and paid media and appropriate public information and educational (PI&E) material (Nevada Strategic Highway Safety Plan strategy).
- Continue to expand support to the judicial system and encourage the development of new DUI Courts and prosecutor training.
- Continue to expand the use of technology to reduce impaired driving such as:
 - Breath Ignition Interlock Devices
 - Internet-based monitoring of DUI offenders
 - Simulators and demonstration devices (Seat Belt Convincer and Fatal Vision Goggles) for school and other young driver education programs.
- Continue to foster an effective statewide impaired driving action committee (the Nevada Attorney General Advisory Coalition on Impaired Driving).
- Utilize the Office of Traffic Safety Law Enforcement Liaison and partnerships with law enforcement agencies to enhance the capabilities of Nevada's law enforcement through awareness and/or sponsorship of available enforcement training for DUI violations.
- Continue to encourage Law Enforcement Agencies to conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage drinkers (Nevada Strategic Highway Safety Plan strategy).
- Promote increase in community programs emphasizing alternatives to driving impaired such as: designated drivers, rides provided for impaired drivers (with and with/out getting vehicle home), and public transportation.

ALCOHOL IMPAIRED DRIVING: PROJECTS

Total Section 402 Funding Committed to Impaired Driving:	\$ 270,819
Total Section 410 Funding Committed to Impaired Driving:	\$ 2,695,885
Total Funding Commitment to Impaired Driving:	\$ 2,966,704

402 Funding

21-AL-1 Office of Traffic Safety – Program Management

This project provides funding for the staff salary and expenses such as travel and training incurred by OTS that are directly related to the management and oversight of related impaired driving programs funded by Section 402 funds.

21-AL-2 Second Judicial Court, Washoe County – DUI Court

This is the fourth year for a felony level DUI court treatment program for the Washoe County District Court (2nd Judicial District Court). The program has been successful and is on track through the first three years. The drastic down turn in the economy has significantly reduced the ability to realistically collect the court fee for the program. The fourth year of funding is at a reduced rate to ensure the projected salary short fall is covered. The County (Washoe) does not have the ability to cover the shortage and may have to layoff some staff within the court. To prevent this key position from being eliminated we have provided partial funding. This program was started during the second quarter of FFY 08 with funding reserved for this purpose upon passage of the legislation. The funding requested ensures the Case Manager salary and travel requirements will be in place until the program becomes self-sustaining. The similar program in Clark County has shown that the felony level offender who graduates will have a recidivism rate of 1/3 that of the non-graduate.

21-AL-3 Washoe County Alternative Sentencing – DUI Court

This is the fourth year of funding for Washoe County Department of Alternative Sentencing. This project provides funding for a case manager for the supervision and management of individuals that are participating in the treatment program available to offenders convicted of either a 1st or 2nd DUI charge. Like the Second Judicial District (see above), this court (also in Reno) has had an even greater loss of fee revenue. For 2011 we are providing partial funding to ensure the County maintains this position. A unique aspect of this program is that any limited jurisdiction judge may use this service. In the first year, four judges participated, and the program is on target to have a self-sustaining case load by the end of grant year 2010. In October of 2010 there will be a consolidated DUI Court where one Judge will conduct a DUI Court for all Limited Jurisdiction Judges in Washoe County.

21-AL-4 Las Vegas Township Justice Court – DUI Court

This DUI Court Program is a court-supervised, comprehensive treatment collaborative designed to deter future drinking and driving offenses by addressing core problems in treatment. It follows the nationally recognized specialty court standard and uses a team approach led by a Justice of the Peace and representatives from the District Attorney's Office, Public Defender's Office, Clark County House Arrest Unit, and treatment providers. The funding requested will cover short fall for the salary of the Case Manager position that is critical to the coordination of the team effort. A severe drop in the collection of the Court Program fees will keep the program from becoming self-sustaining this coming year. Demand for the treatment option has required the addition of this second DUI court with the Las Vegas Township Justice Court. Recidivism rates for graduates are ± 10% compared to ± 35% for non-graduates.

21-AL-5 Frontier Community Coalition

This Frontier Community Coalition is located in Pershing County. This county is located 100 miles east of Reno and is one of the smallest counties based on population. The program will address the problems of underage drinking and impaired driving by presenting impaired driving programs to the youth and adults within the county. Basic equipment such as impaired driving “goggles” is included as well as support for presentation costs.

21-AL-6 Las Vegas Metro Forensic Laboratory

This project will enable the forensic lab to purchase blood alcohol testing equipment. With recent court rulings, the practice of using out of state labs for DUI testing has been eliminated. This, coupled with the closure of the main private lab in Nevada, has resulted in both an increasing backlog and increased requests for testing as several agencies now need in state testing.

21-AL-7 Carson City Sheriff’s Office

With more patrol officers becoming involved in traffic enforcement, the inexperience of these officers results in additional time to conduct a DUI stop and the associated arrest procedures. One of the problems is there are no PBTs to help ensure these officers are making the appropriate choices by confirming the SFST findings. Some officers will call for an experienced traffic officer to help. This now ties up two officers. By purchasing PBTs, much if not all of the delays will be eliminated.

210-AL-3 Office of Traffic Safety – Judicial/Prosecutor Outreach

This second year of the project will fund an annual outreach effort for judges and prosecutors to present an eight hour course on issues related to the prosecution and adjudication of DUI offenders, which includes sentencing guidelines, evaluation of offenders, and treatment options. Funds are provided for meeting facilities, presentation needs, meeting materials, and travel expenses. Partners for this program include the National Judicial College and the Prosecutor’s Advisory Coalition. The Office of Traffic Safety partners with the National Judicial College for the Judges course and the Prosecuting Attorneys Advisory Council for the Prosecutors course.

410 Funding

21-K8-18-1 Office of Traffic Safety – Program Management

This project provides funding for the necessary staff salary and travel expenses incurred by OTS that are directly related to the coordination, monitoring, auditing, and evaluation of the Section 410 funds and includes management of the sustained enforcement and publicity efforts. Included in this project is funding for the printing of brochures and pamphlets and distribution of literature and media materials.

21-K8-18-3 Office of Traffic Safety – Police Traffic & Joining Forces Program Management

This project provides funding for the necessary staff salary and travel expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation for the coordination of the Joining Forces Program.

21-K8-18-4 Joining Forces – Section 410 Overtime Funding (See Joining Forces Program Overview – page 60)

This funding provides for over time by law enforcement to conduct impaired driving enforcement events using STEP, Saturation, and/or DUI Checkpoints during FFY 2011 through the Joining Forces Program. The Joining Forces 2011 calendar indicates the following enforcement waves for impaired driving to be funded with Section 410:

- Dec. 2010 – Jan. 2011
- January 2011 – Feb. 2011
- April 2011 – May 2011
- June 2011 – July 2011
- August 2011 – Sept. 2011

21-K8-18-5 DUI Paid Media

The “Over the Limit. Under Arrest” impaired driving enforcement/media campaign is conducted over the Labor Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard hitting paid media message combined with stepped up enforcement of impaired driving laws. Smaller media efforts also support “Over the Limit, Under Arrest” campaigns during December and July. These projects will provide Nevada-specific paid media for the Federal Fiscal Year 2011 effort. DPS-OTS will utilize television and radio to deliver a targeted DUI message in the time periods surrounding the Labor Day weekend, which are typically heavy party and drinking times for young men. During the weeks of the campaign, television and radio will air with heavier emphasis on the Labor Day weekend. This year’s campaign will launch with radio rather than a combination of TV and radio due to the large number of summer travelers who will be on the road.

21-K8-18-7 Impaired Driving Program Assessment

The last impaired driving assessment was held in 2004. That assessment proved extremely valuable to our office. By prioritizing the recommendations, a long term plan/goals were established. Over the past several years most of the recommendations have been implemented. It is important that this detailed review of our Impaired Driving Program is conducted this FFY to help identify the best way to continue to improve our effectiveness.

210-K8-18-5 Attorney General's Advisory Coalition on Impaired Driving

Both an assessment of Nevada's impaired driving program (2005) and a special management review (2006) recommended a cabinet level impaired driving task force. Through the efforts of the DPS-OTS, a coalition on impaired driving was established as an advisory to the Nevada Attorney General in 2006. Funding in this project provides for video conferencing, meeting rooms, travel and other expenses for the group. The Office of Traffic Safety supports this group by providing coordination of meetings, preparation of agenda (at direction of the Chair of the Coalition), meeting minutes and occasional travel requirements for members (in state).

210-K8-18-6 Office of Traffic Safety – PI & E – Impaired Driving

This provides funding for public information & education items on impaired driving for distribution year-round to law enforcement, courts, DMV, and other applicable partner agencies for continued distribution to the public. A sample of this would include the fall NFL pocket football schedules that contain an impaired driving message.

210-K8-18-9 Designated Drivers – Home For The Holidays (Safe Rides)

This project provides funding to help off-set the costs of 'free' rides home in the Las Vegas area for individuals after consuming alcohol during the parties common during the Christmas through New Years holiday week. The program is very popular because not only does the individual(s) receive a ride but their vehicle is also delivered to their home. 'Designated Drivers' is the non-profit organization in Las Vegas that provides this service.

210-K8-18-13 Central Lyon County Youth Connection

This program will address the underage drinking problem within rural Nevada. This is a continuation of a program that works with law enforcement, schools, and city governments in the local area. Areas addressed include: Underage Buy Stings (including third party purchasing), school programs about the dangers of drinking, and about drinking and driving, and working with city governments to strengthen local ordinances to combat underage drinking. The major accomplishment for 2009-2010 was the completion of a complete review and recommended liquor ordinances for Boulder City, Nevada. This review/recommendation is currently under review by city officials.

210-K8-18-14 Carson City County Felony DUI Court

This project will provide the funding necessary to hire a coordinator to manage the DUI Court case load for Carson City County. This court (First Judicial District Court) is benefiting from the

Senior Judges assigned to the Court. Two Senior Judges share duties in Reno, Carson City, and Douglas Counties. Judge Blake and Judge Breen have been the Judges for the successful Reno DUI Felony Court for three years. While one works Reno for a month the other travels between Carson City and Douglas Counties.

210-K8-18-15 East Fork DUI Courts

This DUI Court is located in Douglas County, 50 miles south of Reno and 15 miles south of Carson City. This mostly rural county has established a DUI Court with assistance in funding the Program Coordinator position. Like both the Reno (2nd Judicial District) and Carson City (1st Judicial District), Douglas County uses the same pair of Judges. This has enabled them to quickly initiate their program based on the experience of these Judges. The funding will ensure that the position is maintained and not subject to the budget problems of Douglas County.

29-K8-18-13 Prosecuting Attorneys Advisory Council - Outreach

This is a continuation of a Prosecuting Attorney outreach that mirrors the Judicial Outreach program. The Executive Director of the Prosecuting Attorneys Advisory Council will be holding future programs as part of the annual Prosecuting Attorneys Conference. The emphasis areas will include several issues relevant to Impaired Driving Cases and adjudication. Funding will cover costs such as travel, facility rental, instructor fees, and preparation/printing of materials.

COMMUNITY PROGRAMS (CP)

Community Programs are conducted by a wide variety of agencies and coalitions. By their nature, these projects often include several program areas of traffic safety which are often based on the priorities established for their respective coalition. Nevada DPS-OTS recognizes the valuable contributions made by community oriented programs to reducing traffic fatalities and serious injury. A safe community is one that promotes injury prevention activities at the local level to solve local highway, traffic safety and other injury problems using a "bottom up" approach involving its citizens.

Nevada's Safe Community Partnership (UNLV-Transportation Research Center) uses an integrated and comprehensive injury control system. They build broad coalitions, identify problems, utilize data and analysis techniques to determine economic costs associated with traffic related crashes, conduct program assessments from a "best practices" and prevention perspective, implement plans with specific strategies and conduct evaluations to determine the impact and cost benefits of programs.

C-1

Number of Traffic Fatalities

TOTAL FATALITIES

C-1

Number Fatals	Number of Fatalities					
	Total	Urban		Rural		
		Number	Percent	Number	Percent	
2004	395	249	63.04%	146	36.96%	
2005	427	259	60.66%	168	39.34%	
2006	431	274	63.57%	157	36.43%	
2007	373	248	66.49%	122	32.71%	
2008	324	200	61.73%	123	37.96%	
2009	243					
2010	230					
2011						

C-2

Number of Serious Injuries (non-fatal crashes)

NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES

Year	Incapacitating	Injuries		Total	Crashes
		Non-incapacitating	Total		
2004	1,595	6,305	7,900	6,440	
2005	1,689	6,544	8,233	6,726	
2006	2,011	8,339	10,350	8,431	
2007	1,930	8,282	10,212	8,228	
2008			10,000		
2009			9,750		
2010			9,500		

PERFORMANCE GOAL

- Decrease total roadway fatalities from 324 in 2008 to 230 by 2011.
- Decrease total roadway serious injuries from 10,212 in 2007 to 9,300 by 2011.

STRATEGY

- Assist community based organizations by providing workshops, educational opportunities, mentoring, and resources for traffic safety projects.
- Continue to partner with the Nevada Department of Transportation and the Nevada Executive Committee on Traffic Safety (NECTS) to implement the education and enforcement strategies outlined in Nevada's Strategic Highway Safety Plan.
- Research and develop public education programs that will effectively 'reach' the intended target audience.
- Continue to partner with the University of Nevada and the University Medical Center to determine societal costs of motor vehicle crashes in Nevada: congestion, first responder efforts, medical costs, and the like.
- Promote the development of a community based pedestrian-focused public education campaign (Nevada Strategic Highway Safety Plan strategy).

COMMUNITY PROGRAM: PROJECTS

Total Section 402 Funding Committed to Community Programs:	\$ 566,431
<u>Total Section 406 Funding Committed to Community Programs:</u>	<u>\$ 516,447</u>
Total Funding Committed to Community Programs	\$ 1,082,878

402 Funding

21-CP-1 Office of Traffic Safety – Program Management

This project provides funding for necessary staff salary and expenses such as travel/training incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

21-CP-2 Thursday Night Lights – Media Campaign

This is a multi-platform advertising campaign (television, website, and in-program elements) with Channel CW-TV in Las Vegas that targets beginning drivers and their parents with safe

driving messages related to seat belts, impaired driving, and distracted driving. Thirteen local high school football games will broadcast live in Fall 2010. In addition to the 13 live broadcasts, the games will run an encore presentation each Saturday. A minimum of 4 public service announcements per game will be aired plus signage at the playing fields.

21-CP-3 UNLV-TRC – Safe Communities Partnership

DPS-OTS will provide funding to the Center for Safety Research at UNLV's Transportation Research Center for implementation of program projects in areas of the State's Strategic Highway Safety Plan which are located in Clark County and which have an educational component. Specific, targeted earned media campaigns will be developed to match emphasis areas including teen drivers, occupant protection, older drivers and pedestrian safety. Funds will support the Director's salary as well as some of Safe Communities' operating costs, PI&E, earned & paid media needs, minimal travel, contractor fees, and student workers. This project will also serve as the regional coordinator for the southern urban region's PACE program in 2011 (Prevent All Crashes Everyday). (Overview of PACE is on page 71 – Funding by DOT Flex funds).

21-CP-4 Clark County Courts/Coroner's Office

The Coroner's Visitation Pilot Program is a highly motivational and information driven program designed to show teens the often deadly outcomes of reckless driving behaviors. It utilizes real life case studies combined with an up-close and personal encounter of the Clark County Coroner/Medical Examiner's Office through a powerful power-point presentation. The intent is to challenge and implore youth into making positive changes and to deter future unsafe risk taking behaviors while driving.

21-CP-5 Nevada Department of Public Safety Association-Marketing Outreach

Educating the public and encouraging drivers to make better decisions is invaluable in reducing the number of crashes, serious injury and deaths on Nevada roadways. This will provide funding for Nevada Department of Public Safety Association members to conduct community outreach for traffic safety concerns. They will work in conjunction with the Office of Traffic Safety's media campaigns and community outreach events.

21-CP-6 Office of Traffic Safety – Fixed Deliverable Grants

This project enables the Office of Traffic Safety to provide effective and timely education to the public through traffic safety community coalitions and partners throughout the grant year. Upon application, DPS-OTS reviews and awards fixed deliverable grants to qualified organizations to conduct traffic safety educational projects or events. Maximum awards are limited to \$10,000 per agency per year.

210-CP-2 UNR-CRDA – Attitudinal & Awareness Survey

The University of Nevada-Reno's Center for Research Design and Analysis (CRDA) will conduct a telephone survey to collect information regarding the public's attitudes toward key traffic safety issues. The Office of Traffic Safety will utilize these data for internal evaluation efforts, traffic safety improvements, media releases, and other community education programs. This project funds the personnel time devoted to the project, long distance and telephone equipment needs, operating costs and some tuition expenses associated with conducting the survey.

29-CP-2 Nye Community Coalition–Driving Safety Through Education

This project will use a computer simulator to help provide education and increased awareness of driving and traffic safety issues for beginning drivers. Nye County is the second largest county geographically in the nation, sparsely populated in three key population centers: Pahrump, Tonopah, and Beatty Nevada. The Nye Community Coalition is uniquely qualified to reach out to young drivers age 15-20 because of existing access to the community and ongoing youth efforts. The funding will cover the coordinators salary and travel expenses.

29-CP-3 Clark County School District – Driver Training Curriculum

This is the third and final year of a project to develop a standardized curriculum for driver training in the Clark County School District (CCSD) for their 42 high schools. Drivers' training is now a required subject for driver's licensing after passage of a related law in the 2007 Legislative Session, and it is hoped that this curriculum will be eventually approved for use statewide by the Nevada Department of Education. Funding covers the extra duty costs for CCSD staff and operational expenses directly related to the project. The indirect costs were negotiated at 3.25%.

29-CP-4 Payne Foundation – Driver's Edge

This project aids in off-setting costs associated with this non-profit organization that provides (at no cost to participants) a hands-on experience and training of desired driving skills to novice teen drivers. The 4-hour program includes in-car skid control, panic braking, and avoidance procedures and is taught by nationally certified driving instructors (who also happen to be race car drivers). Other modules focus on impaired driving, seat belt use, and motor vehicle maintenance. Pre-testing of participants' knowledge of driving skills shows a significant increase in the post-tests after the program. Funding provides for travel, instructor fees, lodging, car rental, gas, and insurance for events held in Nevada only, as this program is offered in various parts of the country (www.driversedge.org). The Payne Foundation also assists OTS in providing the driving-competition component for the annual teen PACE program participants (Prevent All Crashes Every Day).

406 Funding

21-406CP-1 Office of Traffic Safety – Program Management (Las Vegas Office)

Funding from this project provides for salary/benefits, travel, and miscellaneous operating costs for necessary staff expenses incurred by DPS-OTS directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within the Las Vegas OTS Office and funded by Section 406 funding. With the increasing complexity of the programs and new partnerships developed by the Office of Traffic Safety, an additional Grants Analyst position was gained in FFY2009 to coordinate the marketing of Nevada's Highway Safety programs, whether funded by OTS or other SHSP safety partners.

21-406CP-2 Office of Traffic Safety – PACE

The objective of PACE (Prevent All Crashes Every Day) is to encourage safe-driving habits among young drivers (15 1/2 -20 years old) and increase awareness of seat-belt usage and the dangers of impaired and distracted driving, critical safety issues for this age group. This fiscal year will entail the fifth annual PACE program as originally introduced by the Safe Community Partnership of Clark County. This NDOT Flex funded project will expand PACE statewide to coincide with the school year calendar, with up to three regional coordinators: Northern Urban Nevada (Washoe, Douglas, Carson, Lyon counties), Central Rural Nevada, and Southern Urban Nevada (Clark County). This project will provide the initial outlay of PACE expenses before obtaining reimbursement from the Nevada Department of Transportation's Flex funds award to DPS-OTS.

21-406CP-3 Office of Traffic Safety – Statewide Traffic Safety Summit 2011

DPS-OTS hosted its first annual Traffic Safety Summit in October, 2010, where the focus of the 2010 summit was two-fold: to highlight recent updates to the state's Strategic Highway Safety Plan (SHSP), and how those strategies can be implemented locally; and to provide data resources to SHSP partners on where to find it, who to ask, what to do with it, and why is it needed? The summit is a joint venture with the Nevada Department of Transportation and other SHSP partners throughout the State. This project will fund all summit costs, including meeting room facilities, office supplies, signage, and other ancillary needs directly related to providing the summit.

21-406CP-4 University of Nevada-Las Vegas-Transportation Research Center: PACE

DPS-OTS will provide funding to the Safe Communities Partnership at the University of Nevada-Las Vegas Transportation Research Center (UNLV-TRC) for continued implementation of the 'Prevent All Crashes Every Day' program, or PACE. Specific, targeted earned media campaigns will be developed to match critical emphasis areas for young adult drivers in regard to occupant protection, impaired driving, and distracted driving. Funds will support the UNLV-TRC operating costs, PI&E, earned & paid media needs, minimal travel, contractor fees, and student work directly related to the PACE project. This project will also serve as the regional coordinator for the southern urban region's PACE program in 2011.

29-406CP-3 University Medical School – Injury Prevention Research

This project utilizes the technical expertise of the University of Nevada School of Medicine to provide OTS and other traffic safety partners with an analysis of traffic crashes, serious injuries, and fatalities from 2006 – 2009. The University Staff utilizes the latest state crash data contained in the NDOT crash files and data obtained through the University Medical Center Trauma Center and the Nevada Trauma Data Registry. Staff will focus on data pertaining to NHTSA 14 new performance measures, as well as “serious injuries”, and priority legislative data needs for 2011 legislative session.

29-406CP-4 Office of Traffic Safety – Professional Development

This project provides DPS-OTS with a funding source for applicable training courses, conferences, and seminars. The project serves to enhance the professional development of internal staff as well as other safety partners within the traffic safety community. Funds will be primarily used for travel and conference fees.

29-406CP-5 Office of Traffic Safety – Printing

Throughout the year, DPS-OTS conducts public media events (press events) and publishes general traffic safety brochures, reports (HSP and Annual Reports), and handouts to support the state’s traffic safety program as well as community coalitions and partners’ educational efforts. This project provides funding for public relations services and printing costs for public relations materials.

29-406CP-10 Public Information & Education/Media/Marketing

This provides funding for PI&E items for distribution year-round and is available to law enforcement, courts, DMV, and other applicable agencies as well as all safety partners conducting public enforcement and/or education events and outreach in relation to traffic safety.

EMERGENCY MEDICAL SERVICES (EM)

Support for emergency medical services is primarily provided to rural community fire and volunteer departments to help reduce delays in providing medical services to victims of motor vehicle crashes. Primary emphasis is placed on distributing extrication equipment throughout the State and on promoting extrication, first responder, EMT, and paramedic training programs to lengthen the ‘golden hour.’

		TOTAL FATALITIES			C-1		
		Number of Fatalities					
		Urban			Rural		
Number Fatals	Total	Number	Percent	Number	Percent		
2004	395	249	63.04%	146	36.96%		
2005	427	259	60.66%	168	39.34%		
2006	431	274	63.57%	157	36.43%		
2007	373	248	66.49%	122	32.71%		
2008	324	200	61.73%	123	37.96%		
2009	243						
2010	230						

PERFORMANCE GOAL

Reduce the number of total fatalities from 324 in 2008 to 230 by 2011.

STRATEGY

- Sponsor EMS Technicians, highway maintenance staff, and state patrol agencies for medical responder training (Nevada Strategic Highway Safety Plan strategy).
- Provide extrication equipment to rural Nevada fire districts.

EMERGENCY MEDICAL SERVICES: PROJECTS

Total Section 402 Funding:	\$ 117,266
Total Funding for Emergency Medical Service Projects:	\$ 117,266

402 Funding

21-EM-1 Office of Traffic Safety-Program Management

This project provides funding for necessary staff salary and travel expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets and for the distribution of literature and media materials developed through successful projects, or obtained from other sources.

21-EM-2 Carlin Volunteer Fire Department—Mobile Signage

This project is to fund the purchase of mobile illuminated programmable signage that includes a trailer with a programmable illuminated sign, generator, laptop and software. The intent is to ensure a safer [crash] scene for responders, patients, victims, and travelers, and will enhance the CVFD's current roll up signage being used for roadway incidents, and is intended to make motorists more aware of emergency scenes and potential road hazards that lie ahead. The signage will be placed near Interstate 80 exits as well as two nearby state routes so that motorists can be warned well in advance of an emergency scene or road hazard that lies ahead, and safely detour off the Interstate or State Route. Having fewer vehicles on the road would clear up traffic congestion that delays response time of emergency personnel. It also means fewer vehicles traveling through a hazardous scene, making the scene safer for all who are working there.

210-EM-2 Storey County Fire Protection District – Extrication Equip

This is the second year of a three year program to up-grade extrication equipment for this county. Most of existing extrication equipment is ten to seventeen years old, and when coupled with new car technology, Storey County Fire Department has great difficulties to provide timely response within the "Golden Hour." Grant funds will be used to purchase and deploy extrication equipment to provide for entrapped victims from motor vehicle crashes thus avoiding major delays in removing victims for transport to a trauma center.

29-EM-7 Sparks Fire Department – Extrication Equipment

This is the third year of a three year program to up-grade extrication equipment for this community. Over the last few years this city has grown by both development and annexation, as a result, new locations and equipment are needed for suitable coverage of the area and to help save lives during the 'Golden Hour.'

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MOTORCYCLE SAFETY (MC)

The State experienced a significant increase in motorcycle fatalities in 2004. Since then, fatalities remained relatively the same in 2005, 2006, and 2007 with a slight increase in 2008. With the increasing population growth and renewed popularity of motorcycles, the enforcement and education of both motor vehicle operators and motorcycle riders has become more critical. This is particularly true in southern Nevada where the weather is conducive to year round riding.

A key element in reducing motorcycle crashes is a sound rider education program for motorcyclists. The Nevada Rider Training Program, which resides in the Nevada Department of Public Safety's-- Office of Traffic Safety, has been rated as one of the top four in the nation. The Rider Program continues to increase student enrollment and is only constrained by a lack of suitable locations/facilities to hold classes.

NUMBER OF MOTORCYCLE FATALITIES C-7

NUMBER OF UNHELMETED MOTORCYCLE FATALITIES C-8

Year	Total	Helmeted		Unhelmeted		Unknown	
	Fatalities	Number	Percent	Number	Percent	Number	Percent
2004	52	38	73.08%	12	23.08%	2	3.85%
2005	56	35	62.50%	15	26.79%	6	10.71%
2006	50	41	82.00%	9	18.00%	0	0.00%
2007	51	44	86.27%	7	13.73%	0	0.00%
2008	59	44	74.58%	15	25.42%	0	0.00%
2009	42	39	92.86%	2	04.76%	1	2.38%
2010	39		100.0%		0%	0	0

PERFORMANCE GOAL

- Decrease the number of motorcycle fatalities from 59 in 2008 to 39 by 2011.
- Decrease the percentage of un-helmeted fatalities from 25.4% in 2008 to 0.0% in 2011.

STRATEGY

- Provide public education on the importance of heightened awareness of motorcycles on our highways by other motorists
- Develop a coalition of motorcycle safety advocates to review recommendations made in the "National Agenda" (NAMS) for the purpose of identifying new strategies to educate the driving public (motor vehicle and motorcyclists) on how to share the road
- Increase the number of Basic Rider (beginning) and Experienced Rider motorcycle training courses being offered in Nevada

MOTORCYCLE SAFETY: PROJECTS

Total Section 402 Commitment to Motorcycle Programs:	\$ 52,200
Total Section 2010 Commitment to Motorcycle Programs:	\$ 275,000
Total Funding Commitment to Motorcycle Programs:	\$ 327,200

402 Funding

21-MC-1 Office of Traffic Safety – Program Management

Provides funding for necessary staff salary and travel expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded through Section 402 funds.

21-MC-2 Office of Traffic Safety – Motorcycle Safety Program Assessment

Nevada's highway safety office will host its first formal NHTSA assessment of its State motorcycle safety program in FFY2011. As motorcycle crashes are a priority area for DPS-OTS, and where about half of motorcycle fatalities are alcohol-related, Nevada looks forward to the results of this assessment to aid in the safety program's mission, and to help focus its limited resources. Funding for this project will cover meeting room facilities, stipends for the expert panel members, travel for participants, and other direct costs related to conducting the event.

2010 Funding

21-2010MC-1 Office of Traffic Safety – Motorcycle Safety Program

The Nevada Rider (state's motorcycle safety program) has qualified for Section 2010 funding each year since FFY2007. This project will utilize those funds for training material needs, including motorcycle equipment replacement in FFY2011. It will also fund a media project to increase motorcycle safety awareness through various media outlets provided in the spring when ridership increases, and during local motorcycle rally events in Las Vegas, Laughlin, Reno, Winnemucca, and Elko.

OCCUPANT PROTECTION (OP)

The observed seat belt use rate for Nevada has traditionally been amongst the highest in the nation for states without a primary seat belt law. The use rate in 2009 was 90.2% and preliminary indications are that the use rate in 2010 will be 93.2%. Despite the high observed usage of safety belts, the number of unbelted fatalities continues to be disproportionately high, although decreasing. In 2008, 46% of Nevada fatalities (occupants in motor vehicles) were not wearing a seat belt. With the State's exponential growth and transient population, continual and uninterrupted effort is needed to both increase seat belt use rates with the habitual non-users, and to educate our new residents about how occupant restraints save lives.

OBSERVED SEAT BELT USE SURVEY

B-1

Year	% Observed
2004	86.6
2005	94.8
2006	91.2
2007	92.2
2008	90.2
2009	90.5%
2010	93.2%
2011	
2012	
2013	
2014	
2015	

NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANTS FATALITIES - ALL POSITIONS C-4

Year	Restrained		Unrestrained		Unknown		Total
	Number	Percent	Number	Percent	Number	Percent	Number
2004	126	48.09%	123	46.95%	13	4.96%	262
2005	121	42.76%	140	49.47%	22	7.77%	283
2006	133	42.63%	147	47.12%	32	10.26%	312
2007	114	45.06%	123	48.62%	16	6.32%	253
2008	95	48.47%	91	46.43%	10	5.10%	196
2009	63	42.00%	79	52.67%	8	5.33%	150
2010				45.0%			

PERFORMANCE GOAL

- Maintain an annual observed seat belt usage rate of at least 90%.
- Decrease the percentage of un-restrained fatalities from 46.4% in 2008 to 45.0% by 2011.

STRATEGY

- Continue to emphasize public education of Nevada’s Safety Belt Laws through enforcement and paid and earned media venues (Nevada Strategic Highway Safety Plan strategy)
 - Provide paid media to support the “Click It or Ticket” enforcement campaigns
 - Provide paid overtime for law enforcement to enforce seat belt laws
 - Continue night time enforcement of seat belt laws
 - Combine DUI and Seat Belt enforcement events throughout the year
 - Provide training to law enforcement officers, statewide, on Nevada’s seat belt and child restraint laws, proper car seat use and availability of local resources for assistance

- Continue to provide public education programs and partner with other traffic safety advocates on safety belts, child passenger safety, proper seating and the use of booster seats (State Strategic Highway Safety Plan strategy).

- Conduct and disseminate statistical, public opinion and awareness surveys to determine:
 - Front seat observed seat belt use
 - Public opinion and attitude regarding occupant protection laws
 - Public awareness of media & enforcement campaigns

OCCUPANT PROTECTION PROJECTS

Total Section 402 Commitment to Occupant Protection:	\$ 540,044
Total Section 405 Committed to Occupant Protection:	\$ 226,797
Total Section 406 Committed to Occupant Protection:	\$ 60,000
Total Funding Commitment to Occupant Protection:	\$ 826,841

402 Funding

21-OP-1 OTS - Program Management

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

21-OP-2 "Click it or Ticket" -- Paid Media

The Click it or Ticket (CIOT) safety belt enforcement campaign is conducted over the Memorial Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. This annual campaign includes a hard-hitting paid media message combined with highly visible enforcement of safety belt laws. Nevada also conducts a CIOT campaign during November of each year and also supports this effort with paid media. These projects will provide Nevada-specific paid media for the Federal Fiscal Year 2011 CIOT campaign efforts. DPS-OTS will utilize a media mix to cover the primary target audience of men age 18-34. By using radio and television, there will be the opportunity to maximize both the reach and frequency to the available target. Television will be used in the local markets throughout Nevada in conjunction with the national Click it or Ticket paid media campaign that will run at the same time. Hispanic males, Nevada's secondary target market, will be reached through both the general market schedule and Spanish language television. Both reach and frequency may be higher than previous years due to the additional paid media funding awarded to DPS-OTS from NDOT's Flex funds to support the state's CIOT campaigns.

21-OP-3 Univ. Nevada of Las Vegas/Transportation Research Center –Night Time Survey

High-risk drivers are more prevalent at night, making occupant protection issues a serious concern. The project goal is to determine the observed nighttime seat belt usage rate in Nevada in accordance with the most recent guidelines by NHTSA. The obtained data will be used to evaluate the effectiveness of the education and enforcement campaigns, and to identify the characteristics of non-users at night. Once these data are available respective traffic safety countermeasures can be developed to increase night time seatbelt usage in Nevada and reduce serious injuries and deaths on Nevada's roads.

21-OP-4 Ron Wood Family Resource Center – Special Needs Kids

Ron Wood Family Resource Center (RWFRC) is the only Child Seat Safety Fitting Station in the Carson City area serving approximately 6500 individuals per month. RWFRC Special Needs Car Seats Program will address the needs of the children in the Carson City, Lyon, Storey and Douglas County areas. RWFRC will offer families 2 services: the program will educate families and caregivers of children with permanent health care needs that require special transportation options and the program will provide child restraints on a "loaner" basis to families whose children are experiencing a temporary health care need which also include the educational component.

21-OP-5 Clark County Safe Kids – Boost'Em, Buckle'Em and Back Seat'Em

While booster seats have proven to be an effective injury prevention strategy, 86 percent of children ages 6-8 are still inappropriately restrained in adult seatbelts. Project goals are to conduct seat belt, booster seat and back seat observational studies for children ages 4-12 in a three phase program. Phase One to include a pre-intervention blind study of seat belt usage, booster seat usage and back seat compliance conducted at elementary schools only. Phase Two to include an interventional educational occupant protection program for both parents and children of this age group. This phase will include the distribution of booster seats to children in need. Phase Three will include a post intervention follow up observational study and compare the data. To conduct highly visible community booster seat clinics to educate the community on the importance of booster seat usage children up to age 8, 80 pounds and 4'9. Additionally, public officials will be educated regarding importance of booster seat law.

21-OP-6 Univ. Nevada of Las Vegas/Transportation Research Center – Child Safety Seat Survey

According to the UMC Trauma Center in Clark County, 400 children were brought as crash victims during 2003 -2008. Among those 400 children, over 25% were toddlers and almost 50% were older children between the ages 6-12. It is know that among the crash victims, severe injuries increased dramatically (up to 23.4%) when no child restraints were used.

The project aims to help reduce the child fatalities and serious injuries in Nevada arising due to low use or non-use of child safety seats. TRC will conduct self-reported behavioral surveys to identify how parents and caregivers perceive usage of safety seats for children. This data will help to improve Child Passenger Safety programs within different organizations in Nevada.

210-OP-2 Office of Traffic Safety -- CPS Training for Law Enforcement and Firefighters

To prevent child passenger injuries and deaths, parents and caregivers must be educated and informed how to make sure their car seats and booster seats are properly installed in their vehicles. To ensure child passenger safety (CPS), it is essential that public safety personnel and other appropriate persons receive necessary CPS training. Based on legislative concerns (Assembly Bill 2 in 2009 Legislative Session), Nevada Highway Patrol and Nevada's Child Passenger Safety (CPS) Task Force agreed to provide CPS training for Highway Patrol. Additionally, other Nevada Law Enforcement agencies and Fire Departments throughout the state are being informed and trained in Child Passenger Safety. This information and training will enable them to educate and inform parents and caregivers throughout Nevada to enhance public access to child passenger safety information and education.

210-OP-8 Office of Traffic Safety – Nevada Seat Belt Coalition

An occupant protection assessment conducted in 2004 recommended that seat belt safety advocates facilitate the organization of a broad-based coalition of organizations, agencies, industry groups and businesses to continue educating the public on the need to wear seat belts, every trip, every time. This funding provides support services for coalition members in regard to travel, website updates and maintenance, and other small operating needs.

29-OP-3 Clark County Safe Kids – Buckle Up Special Kids

This project provides a resource and advocate for the safe transportation of special needs children. Methods used are education on the subject and a program that identifies the proper seat to use with attempts to fill that need by purchase or loaner program seats. Funding is for a program coordinator's salary, special needs child safety seats, and some PI&E and earned media functions.

29-OP-4 Ron Wood Family Resource Center – CPS Program

Ron Wood Family Resource Center provides CPS programs and education during community events, provides regular fitting service to families needing CRS, and act as a resource for all child traffic safety issues. They are a one-stop shop for WIC, Welfare, employment training, food, medical, and family health care education for residents of the Carson Valley and conduct services for both English and Spanish-speaking only clientele. Funding provides for some coordination salary & benefits, child safety seats, fitting station supplies, minimal travel and operating needs.

29-OP-5 Office of Traffic Safety – Mini-grants

This project enables the Office of Traffic Safety to provide effective and timely education to the public through traffic safety community coalitions and partners. Upon application, DPS-OTS offers mini-grants to qualified organizations to conduct CPS education programs. Maximum awards are limited to \$2,000 per agency per year.

29-OP-7 Office of Traffic Safety – CPS State Programs

At the recommendation of a NHTSA occupant protection assessment conducted in 2004 and a recommendation made by Western Region NHTSA, DPS-OTS assisted in the creation of a CPS Task Force. The Task Force was established in 2003 and this project provides support (travel, video teleconference fees, meeting rooms) for the Task Force for up to 6 meetings per year (three of which are in-person meetings). Additionally, these funds will be used for purchasing child car seats, CPS related promotional items, CPS related public education, assistance for CPS training and other CPS program related operating needs

405 Funding

21-405OP-1 Univ. Nevada of Las Vegas/Transportation Research Center – Day Time Seat Belt Survey

These funds will support wages, travel and operating costs for the UNLV-Transportation Research Center to conduct Nevada’s official annual safety belt usage survey based on prescribed NHTSA survey methodology. The survey results become the official NOPUS observed seat belt usage rate for Nevada, and aid the State in qualifying for additional Occupant Protection funds, as well as to evaluate the state’s Occupant Protection program efforts.

21-405OP-2 Office of Traffic Safety – Joining Forces Overtime

This will provide overtime funding for Nevada law enforcement agencies participating in the State’s ‘Joining Forces’ program to conduct highly visible seat belt enforcement during the state’s May Memorial Day “Click it or Ticket” campaign as well as other optional Joining Forces seat belt enforcement events available on the 2011 calendar. (See Joining Forces Overview on page 60).

406 Funding

29-406OP-3 University Medical Center – Family Resource Center

This grant helped establish a CPS Fitting Station at the only public hospital in the Las Vegas area. Services include daily fittings of CRS, monthly community events promoting the education and use of CRS, development of a hospital discharge policy for children, and educating the general public on the need for child passenger seats. Includes service to both English- and Spanish-speaking clients. Funding provides for a program coordinator's salary, child safety seats, public information & education items, and minor operating costs.

PLANNING AND ADMINISTRATION (P&A)

A maximum of ten percent of 402 funding received annually is allowed for overall planning and administration of the DPS-Office of Traffic Safety. These funds cover expenses not directly related to specific programs or projects listed in this plan.

TOTAL FATALITIES

C-3

Rate per 100 Million Vehicle Miles

Year	Miles	Total		Urban		Rural	
		Number	Rate	Number	Rate	Number	Rate
2004	20,248	395	1.95	249	1.23	146	0.72
2005	20,776	427	2.06	259	1.25	168	0.81
2006	21,824	431	1.97	274	1.26	157	0.72
2007	22,146	373	1.68	248	1.12	122	0.55
2008	21,022	324	1.54	200	0.95	123	0.59
2009	21,046	243	1.15	137	0.65	106	0.50
2010			1.05				

PERFORMANCE GOAL

- Decrease the total fatalities per 100m VMT from 1.68 in 2007 to 1.05 by 2011.

PLANNING AND ADMINISTRATION PROJECTS

Total Section 402 Funding Committed to Planning and Administration:	\$ 124,500
Total Section 406 Funding Committed to Planning and Administration:	\$ 400,000
Total Section 410 Funding Committed to Planning and Administration:	\$ 40,000
Total Funding Committed to Planning and Administration	\$ 564,500

P & A : These projects provide funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within all program areas and for the development of the Annual Highway Safety Plan and Annual Report. Planning and administration costs include those services provided by the Highway Safety Coordinator of the DPS-OTS, Management Analyst II, Administrative Assistant IV, and the Administrative Assistant III.

402 Funding

21-PA-1 Office of Traffic Safety – Planning and Administration

410 Funding

21-K8-18-2 Office of Traffic Safety – Planning and Administration

406 Funding

21-406PA-1 Office of Traffic Safety – Grants Management System

DPS-OTS quadrupled the amount of federal highway safety funds that it awards and manages in the past six years; however, staffing resources have remained the same, stretching the abilities of staff to maintain the high level of service traditionally provided to the State of Nevada. In light of recent economic crises and state-mandated furlough requirements, it is stretched even finer. The possibilities of gaining additional positions in the office are minimal until at least CY2012. *An automated grants management system (GMS)* would enable DPS-OTS to continue to provide the same or higher levels of service, transparency, and accountability to Nevada's public at a relatively low cost, improving the efficiency and efficacy of DPS-OTS administration of federal grant funds. The vendor contract was negotiated in FFY2010, where the GMS system will be implemented in FFY2011.

PEDESTRIAN AND BICYCLE SAFETY (BP or PS)

With the number of pedestrian and bicycle deaths varying from 49 to 75 per year for the last 10 years, it is difficult to establish clear trends with respect to these types of fatalities. Regardless, Nevada has one of the highest pedestrian fatality rates, at 2.9 fatalities per 100,000 population, compared to the national rate of 1.6.

The extreme growth in population in our large metropolitan areas is resulting in an increase in both pedestrian and vehicle traffic bringing increased risk to pedestrians and bicyclists. In 2007, as with most years, the majority of pedestrian fatalities (92%) occurred in the populous Clark County.

Most crashes occurred on minor arterials and at non-intersection locations and adults between the ages of 25 – 64 were involved in 62% of all pedestrian crashes. Approximately 74% of the fatal crashes occurred at non-intersection locations.

NUMBER OF PEDESTRIAN FATALITIES

Year	Total Fatalities	Pedestrian Number	% Ped.
C-10			
2004	395	60	15.19%
2005	427	63	14.75%
2006	431	51	11.83%
2007	373	52	13.94%
2008	324	56	17.28%
2009	243	36	14.81%
2010		32	

PERFORMANCE GOAL

- Decrease the number of pedestrian fatalities from 56 in 2008 to 32 by 2011.

Strategies

- Continue to develop community-based programs for educating the public on pedestrian and bicycle safety, and laws pertaining to same (Nevada Strategic Highway Safety Plan strategy).
- Continue to collaborate with local planning commissions and the Nevada Department of Transportation on bike and pedestrian safety action plans toward ‘livable communities.’
- Conduct highly visible enforcement campaigns at high crash locations (Nevada Strategic Highway Safety Plan strategy).
- Conduct at least one statewide public awareness campaign (“Everyone’s a Pedestrian Some Time,” “Share the Road,” etc) on pedestrian safety (Nevada Strategic Highway Safety Plan strategy).

PEDESTRIAN AND BICYCLE SAFETY: PROJECTS

Total Section 402 Funding Commitment to Pedestrian and Bicycle Safety:	\$ 135,059
Total Section 406 Funding Commitment to Pedestrian and Bicycle Safety:	\$ 30,000
Total Funding Commitment to Pedestrian and Bicycle Safety Programs:	\$ 165,059

402 Funding

21-PS-1 Office of Traffic Safety – Program Management

Program Management provides funding for necessary expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded through Section 402. Funding is also provided in this task for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources. The salary for the Education & Information Officer position for the bicycle/pedestrian program is paid from the fee-based state account for Bicycle/Pedestrian programs.

21-PS-2 University Nevada – Reno--- Police Services

The UNR Police Department was approached by the Davidson Institute for Talent Development, a non profit organization for gifted adolescent and teen students. Davidson students had conducted a survey project of the pedestrian safety problem around the university due to many student pedestrians going to and from class that live nearby, and the congestion of vehicles on North Virginia and Sierra Streets. This project will fund pedestrian safety enforcement events as well as education for the University campus in Reno with overtime funds, contract funds, and operating supply needs for educational events and materials. The goal is to increase motorist and pedestrian awareness of their surroundings and of applicable traffic laws.

210-PS-2 RTC – Washoe County – Walk Safely Washoe

RTC is the Regional Transportation Commission (MPO). “Walk Safely Washoe” will focus on increasing pedestrian safety practices while expanding awareness of pedestrian issues by both motorists and pedestrians in an effort to increase the number of pedestrian trips. Year one will focus on program building, collaboration, and mass media communication. Funding will provide for contract services including: development and printing of pedestrian safety information as well as implementation of pedestrian safety information on the RTC’s web site.

210-PS-3 Safe Kids – Washoe County—Ready to Walk & Roll

This is the second year for Safe Kid’s “Ready to Walk N’ Roll” Summer Camp which will educate youth about safe walking and bicycling practices so that they become self-sufficient individuals and learn how to safely navigate residential streets on foot and on a bike. During FFY2011, the focus will be on establishing and maintaining program sustainability through community collaboration and circulation efforts. Funding from this project supports camp coordinators and instructors along with associated materials.

210-PS-4 Reno Police Department – Bike & Pedestrian Safety Enforcement

The Reno Police Dept. has recognized the need to increase the enforcement of bicycle and pedestrians laws. This project will focus its efforts by funding increased enforcement opportunities that target pedestrians, bicyclists, and motorists in an effort to expand obedience to traffic laws while promoting a safer traffic environment. FFY2010 was the first year for this grant project.

406 Funding

21-406PS-2 Pedestrian Safety Awareness -- Media

This project provides funding for Public Service Announcements and media relating to pedestrian safety. The Office of Traffic Safety will focus awareness efforts on pedestrians as well as motorists in Federal Fiscal year 2011. DPS-OTS will utilize radio & television Public Service Announcements (PSA's) to urge drivers to share the road, as well as promote enforcement campaigns. Buses will be used as a venue to reach pedestrians with messages about walking and crossing roads safely. Bus stop shelter posters and bus posters will be used in the Clark County metro area, where the highest rate of pedestrian crashes occur in Nevada.

POLICE TRAFFIC SERVICES

Nevada Department of Public Safety - Office of Traffic Safety cooperates with State and local law enforcement agencies to provide an efficient and effective Police Traffic Services program. The objective of the program is to assist Nevada law enforcement agencies in enforcing traffic laws, preventing crashes and deaths, assisting the injured, documenting crash and citation data, supervising road clean-up, and restoring safe and orderly movement of traffic in a timely fashion.

The DPS-OTS relationship with law enforcement is critical to the success of many traffic safety counter-measures as well as for the prevention of traffic related injuries and deaths. State traffic enforcement resources (equipment and human resources) did not keep pace with the population explosion in Nevada during the past decade, making this funding essential to pro-active traffic program implementation.

The Police Traffic Services projects in this plan may also address other programs areas, such as speed, alcohol, occupant protection and enforcement equipment needs. Funding for enforcement events are combined with the DPS-OTS Joining Forces sustained, multi-jurisdictional enforcement program.

NUMBER OF CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES

A-1 Seat Belt

A-2 DUI Arrests

A-3 Speed

Year	Occupant Protection			Speed Citations	DUI Arrests
	Seat Belt	CPS	Total		
2004			0		
2005			0		
2006	2119	291	2410	2098	315
2007	1,619	123	1,742	7,752	504
2008	5,594	580	6,174	14,052	507
2009	3,612	431	4,043	20,883	1,167
2010			6,750	22,000	1,600
2011			0		
2012			0		
2013			0		
2014			0		
2015			0		

PERFORMANCE GOAL

- To increase the number of seat belt and child seat citations issued during highly visible enforcement events from 6,174 in 2008 to 6,750 in 2011.
- To increase the number of speed citations issued during highly visible enforcement events from 14,052 in 2008 to 22,000 in 2011.

- To increase the number of DUI arrests issued during highly visible enforcement events from 507 in 2008 to 1,600 by 2011.

STRATEGY:

- Conduct a statewide, sustained, multi-jurisdictional law enforcement program that includes highly visible enforcement events on Safety Belts, Alcohol, Speed, and Pedestrian Safety (Nevada Strategic Highway Safety Plan strategy).
- Enhance the ability of law enforcement to conduct public education through localized programs that provide equipment, training and/or overtime.
- Provide or sponsor specialized traffic enforcement training to traffic officers and instructors as needed, and that support the DPS-OTS priority problem areas.
- Provide specialized traffic enforcement equipment to traffic officers and instructors as needed, and that support the DPS-OTS priority problem areas.
- Provide incentives and awards to honor top law enforcement agencies, officers and community members within the State.
- Fund public information and paid & earned media endeavors to support safety belt, alcohol, speed and pedestrian enforcement events.

Total Section 402 Funding Commitment to Police Traffic Service Programs:	\$ 182,750
Total Section 406 Funding Commitment to Police Traffic Service Programs:	\$ 922,942
Total Funding Committed to Police Traffic Services	\$ 1,105,692

POLICE TRAFFIC SERVICES: PROJECTS

-Joining Forces Program Overview-

21-JF-1 ‘Joining Forces’ Funding Master: Sections 402, 405, 406 and 410

Joining Forces is a program that funds over-time payroll expenses for law enforcement agencies to conduct special traffic enforcement events. Multiple funding sources are used to maximize the benefits of the program and to cover the critical program areas such as Impaired Driving, Occupant Protection, Speed, and Pedestrian Safety and motorcycle safety. This is the master grant for the program, funded as shown below. Twenty-seven of Nevada’s Law Enforcement Agencies are slated to participate in the FY2011 efforts.

Consolidated Funding for Joining Forces Overtime Program, FFY2011

402

21-PT-2 Joining Forces Enforcement (Nov CIOT)

This funding is overtime for seat belt enforcement in November

405

21-405OP-2 Joining Forces Enforcement 402 (May CIOT)

This funding is overtime for seat belt enforcement events on the Joining Forces Calendar

406

21-406PT-2 Joining Forces Enforcement 406

This funding is for overtime to fund events on the Joining Forces Calendar that are not covered by program specific funding, such as pedestrian safety and speed enforcement.

410

21-K8-18-4 Joining Forces Enforcement 410

This funding is overtime for impaired driving enforcement events on the Joining Forces Calendar

Total Overtime Funding – Joining Forces **\$ 1,989,797**

405 Funding

21-405OP-2 Office of Traffic Safety – Joining Forces Enforcement (CIOT)

This project provides overtime funding for participating law enforcement agencies to cover any seat belt related overtime enforcement events offered on the ‘Joining Forces FFY2011 calendar—that are not already offered by other program funding sources.

406 Funding

21-406PT-2 Office of Traffic Safety – Joining Forces Enforcement

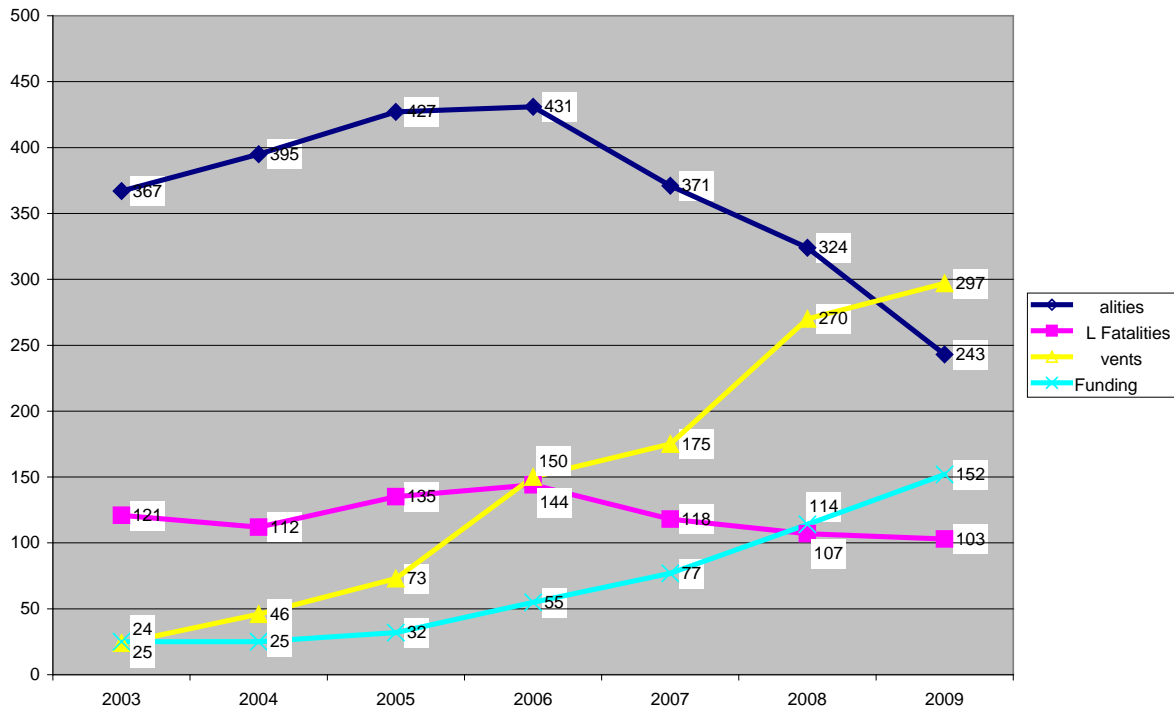
This funding is for overtime for participating law enforcement agencies to cover any events on the Joining Forces Calendar that are not covered by program specific funding (405, 410).

410 Funding

21-K8-18-4 Office of Traffic Safety – Joining Forces Enforcement

This project provides overtime funding for participating law enforcement agencies to cover the impaired driving related overtime enforcement events offered on the ‘Joining Forces FFY2011 calendar—that also serve in tandem with the national ‘Over the Limit. Under Arrest’ campaign(s).

Joining Forces, 2003 to 2009 Total Fatal, AL Fatal, Events, Funding (10,000)



OTHER POLICE TRAFFIC SERVICES PROJECTS:

402 Funding

21-PT-1 OTS – Program Management

Provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area that are funded by Section 402. Funding is also provided in this task for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources. Management of the Joining Forces multi-jurisdictional enforcement is also included in this project.

21-PT-3 Douglas County Sheriff’s Office – Speed Enforcement Equipment

Speed is a major traffic safety problem in Douglas County, which includes Minden, Gardnerville, and the international destination spot of Lake Tahoe. Douglas County Sheriff’s Office currently has a fleet of 53 patrol vehicles. Out of these, 23 patrol units are currently outfitted with radar units. DCSO will acquire 28 - MPH Bee III dual antenna radar units to fully outfit its fleet of patrol vehicles with mounted radar units. These units will be used with normal daily patrol activities as well as HVE activities to aggressively educate the motoring public, and to enforce basic speed laws within Douglas County.

21-PT-4 Las Vegas Metropolitan –Speed Equip

Speed is still one of the highest reported factors in crashes. This will fund LVMPD Traffic Bureau with new radar guns. The original request was split into 3 parts. Funding will be on a year to year basis, dependent on funding for each year.

210-PT-2 Mesquite Police Department – In-car video equipment

This is the second year of a project to purchase in-car video systems to record stops and sobriety field testing (SFST) exams at traffic stops. With video records maintained on file of all DUI stops, the officers will be better equipped for their court presentations, resulting in an increase in DUI prosecution rates. The original request was too large to fund within one year, so was split into a three year project request. Subsequent years are dependent on our level of funding. For FFY 2011 we were able to fund the second year request.

210-PT-6 Washoe County Sheriff's Office – Combined Enforcement

This project is for overtime to conduct very broad enforcement checkpoints to increase the visibility of traffic officers and emphasize violations such as: suspended/revoked licenses, no registration, and no insurance. The priority offenses of seat belts, DUI, etc. will be included in this overall effort. This project is separate from Joining Forces as it supports the Data Driven Approaches to Crime & Traffic Safety (DDACTS) program at the Washoe County Sheriff's Office.

210-PT-8 Office of Traffic Safety – Law Enforcement Liaison

This project funds professional services for an independent contractor to serve as the DPS-OTS Law Enforcement Liaison to all Nevada law enforcement agencies. The LEL scope of work includes training, technical assistance, and communication services for law enforcement agencies. The LEL also promotes traffic enforcement and participation in highly visible enforcement activities conducted by OTS throughout the year. Samples of requests for assistance have included establishing a standardized BAC testing procedure for all drivers involved in a fatal crash, to stress emphasis on timely FARS reporting, and distribution of updated Standardized Field Sobriety Test (SFST) course materials. The current contract for an OTS-Law Enforcement Liaison (LEL) expires in April, 2011.

406 Funding

21-406PT-1 Joining Forces Recognition Conference-Incentives

This provides funding for an annual recognition event for agencies participating in the Joining Forces program. Costs include facilities use, working meals, training sessions, business needs, lodging, travel, audio/visual services, and the like. Promotional, Incentive and Educational material will also be purchased & provided to participating agencies.

With a year-long calendar of enforcement events to coordinate, it is important to show the appreciation for their efforts. Three agencies receive an award of equipment not to exceed \$10,000. The equipment is chosen by the winning agency and must be related to traffic

enforcement. Agencies earn points by meeting administrative requirements during the grant period, such as reports on time, claims accurate and on time, etc. In this way each agency, no matter the size, has an equal chance to win one of the awards. The following restrictions apply to this award:

- Must purchase equipment that will improve their traffic safety efforts, and
- Must be approved prior to purchase by the Office of Traffic Safety, and
- Must follow OTS procurement and regulatory guidelines for equipment grants

Any equipment funding awarded for an individual value of >\$5,000 will first seek approval from NHTSA before finalizing the award. [The time of the recognition conference is late September or October, thereby not meeting the Sept 1 deadline for the upcoming year's HSP].

21-406PT-3 North Las Vegas Police Dept – Pedestrian Enforcement

Pedestrian safety continues to be one of Nevada's critical emphasis areas in its Strategic Highway Safety Plan (SHSP). In 2007, 92% of Nevada's pedestrian fatalities occurred in Clark County. The number and frequency of injuries and fatalities stemming from pedestrian related traffic crashes in North Las Vegas demanded an aggressive enforcement approach.

This will fund ten aggressive proven enforcement efforts (overtime) in addition to those events on the Joining Forces 2011 calendar.

21-406PT-4 Nevada Highway Patrol—Collision Reconstruction Training

NHP investigates traffic crashes statewide, for all types of roads including the Interstate, State Highway, urban and rural connector roadways. Through this project NHP will strengthen their existing Major Accident Investigation Team (MAIT) troopers by providing them the training offered in this project at their three command centers, as well as the state's rural areas: Traffic Collision Reconstruction, Motorcycle Traffic Collision, Heavy Vehicle Traffic Collision, Pedestrian Vehicle Traffic Collision, and Crash Data Retrieval training courses. The funding is for curricula and for some travel. Courses offered earlier have been successful, but budget cuts to NHP and other law enforcement agency travel funds have forced students to cancel their participation in classes. The statewide demand for the prerequisite courses that qualify a student to attend reconstruction level courses has far exceeded the student levels funded under previous projects. NHP will reserve at least five spots per course for other law enforcement agencies in the State.

21-406PT-5 Nevada Highway Patrol—Crash Data Retrieval System (“Black Box”)

This project funds the purchase of, and the training for operating a crash data retrieval (CDR) system. This allows NHP to outfit its Central Command MAIT with a crash data retrieval system that plugs into the vehicle's black box to give conclusive data on factors such as speed prior to crash, upon impact, seat belt usage, adequate tire pressure, and other typically contributive factors in motor vehicle crashes. DPS-OTS funded a CDR project for NHP-Southern Command in FFY2010. Northern Command already has a CDR, and is scheduling CDR training courses for FFY2011, per 21-406PT-4 above. Central Command staff will be included in this CDR course.

410 Funding

21-K8-18-3 Office of Traffic Safety – Program Management

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within the impaired driving and police traffic services program areas, and funded by Section 410 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and PI&E materials developed through successful projects, and/or obtained from other viable sources.

TRAFFIC RECORDS

A complete and comprehensive traffic records program is essential for the development and operation of a viable safety management system and effective traffic related control process. To meet this need, and in cooperation with the Departments of Transportation, Motor Vehicles, and Human Resources (Health Division), Administrative Office of the Courts, and law enforcement, Nevada has established and implemented a complete and comprehensive traffic records program (Highway Safety Information System, or HSIP). The Statewide program includes and provides for highway safety information for the entire State and is operated under the direction of the State Traffic Records Coordinating Committee (TRCC).

A major effort for this year is the implementation of the NCATS Modernization project begun in FFY2010. Over the last few years, the Traffic Records Coordinating Committee (TRCC) has been successful in implementing a standardized Police Accident Report (PAR) statewide which addresses most of the data elements contained in the Model Minimum Uniform Crash Criteria (MMUCC). The entire program is better known as the NCATS Project (Nevada Citation & Accident Tracking System). State Emergency Medical Services providers are utilizing and reporting data into the National Emergency Medical Services Information System (NEMSIS) and most law enforcement agencies are transmitting PAR reports into the NCATS Crash file. Several courts are now channeling citation information and data into the NCATS repository.

PERFORMANCE GOAL (CONSISTENT WITH TRCC STRATEGIC PLAN)

The Nevada Traffic Records program will continue to collect, analyze and use crash data to determine appropriate countermeasure activities and to plan resource allocation. Currently about 98% of current crash reports are accepted into the NCATS system (2009). The performance measures are to increase report acceptance (approval) by a minimum of 1% per year in 2010 and 2011; decrease the number of days between NCATS refreshes from 120 to three days or less with electronic download of crash reports, by the end of CY 2010; and increase the percentage of law enforcement agencies reporting traffic *citations* to NCATS from 0 % in FFY 2008 to 10% in 2011, 50% in 2012 and 75% in 2013.

STRATEGY

- Continue enhancement of the statewide Nevada Citation and Accident Tracking System (NCATS), including implementation of a new software vendor contract by December 2010, and development of the citation piece of the software and data collection process.
- Begin development of technology that will make it easier to share and provide useful data to highway safety information system users.

- Continue to conduct Traffic Records Coordinating Committee Meetings on at least a quarterly basis.
- Conduct executive level support for NCATS via the Traffic Records Executive Committee (TREC), which also concurrently serves as the Nevada Executive Committee on Traffic Safety (NECTS).

Total Section 402 Funding Commitment to Traffic Records Programs:	\$ 70,000
Total Section 408 Funding Commitment to Traffic Records Programs:	\$ 900,000
Total Funding Committed to Traffic Records Programs	\$ 970,000

402 Funding

21-TR-2 University Nevada Las Vegas – Transportation Research Center: Crash Outcomes Data Integration

This project will explore the relationships between the different parameters provided in the linked dataset that includes NDOT crash data and the University Medical Center-- Trauma data registry. For example, in the linked dataset, several parameters related to the subject are available: race, sex, gender, city etc. These parameters can be related to specific problems like alcohol, drug use, driver inattention, validity of license, speeding etc. A Bayesian network model will be developed to quantify probabilistic relationships between these variables. The results obtained from the Bayesian analysis would help in finding the focus areas where the investment from the traffic studies can be directed, such that the crash fatalities are reduced. A full fledged interactive website like 'Wisqars' website will be developed to provide easy access to not just the people involved in traffic safety but will be accessible to the general public.

29-TR-3 Office of Traffic Safety – TRCC Meetings

The TRCC (Traffic Records Coordinating Committee) is a users group, with representation of all the states NCATS users, traffic engineers, traffic records units, IT professionals, and anyone with a professional relationship with NCATS. The TRCC receives direction from the Traffic Records Executive Committee (TREC), researches and implements projects directed or approved by the TREC, and is a roundtable for discussion of mutual problems, training and dissemination of information about Nevada traffic records.

408 Funding

21-408TR-1 Office of Traffic Safety – Program Management

Provides funding for necessary staff and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area that are funded by Section 408. Funding is also provided in this task for the printing of brochures and pamphlets and for the distribution of literature and media materials developed through successful projects, or obtained from other sources.

21-408TR-2 Office of Traffic Safety -- NCATS (Cross Roads) Contract

CrossRoads is the current software vendor for the State's Nevada Citation and Accident Tracking System, (NCATS), or the electronic collection and reporting of crash and citation data by law enforcement agencies. CrossRoads has been the vendor for this project since its inception in 2002, but has shown poor performance in the last several years, delaying and sometimes halting milestone achievements for NCATS. Their contract expires in CY2011. This project will continue to fund their last year of the contract as they are still necessary to provide maintenance resolutions to the participating law enforcement agencies.

21-408TR-3 Office of Traffic Safety – NCATS Project (IT) Management

This project addresses the preparation and management of projects in the State Highway Safety Information System Plan. It includes the salary and benefits of the full-time IT Program Manager, who is responsible for operations of the TRCC, NCATS agencies and participants, NCATS training development, contracting for NCATS services, vendor performance and planning.

21-408TR-4 Office of Traffic Safety – NCATS Modernization

The State Long Range Highway Safety Information System Plan establishes key projects to sustain the development of information systems in Nevada. The priorities for Federal Fiscal 2010 include the NCATS Modernization project, or the letting out of a new RFP for the NCATS software system.

21-408TR-5 Office of Traffic Safety – Other TR projects

Throughout the grant year the Traffic Records Coordinating Committee (TRCC) and the state's Traffic Records Coordinator may identify projects that are solicited to local law enforcement agencies and other TR partners to further the program's validity and effectiveness. This project provides a funding source for any needed project solicited by DPS-OTS throughout the year.

21-408TR-6 Fallon Police Department – Traffic Records Equipment

The Fallon Police Department is in Churchill County, still one of the fastest growing counties in Nevada due to new industries there, and the Fallon Naval Air Station for Top Gun Fighter Pilot training. FPD was previously involved in the Nevada Citation and Accident Tracking System (NCATS) project but had dropped out in 2009. The equipment they currently have was purchased in 2004 and is now obsolete. FPD wishes to acquire 20 new JanAm handheld units for their officers to gather traffic crash (and citation) data to provide to the NCATS repository. This project funds the 20 JanAm units, plus Zebra printers, power cords, and other ancillary items that accompany the unit. Fallon PD will also continue its participation in the 'Joining Forces' program.

21-406TR-7 Lander County Sheriff's Office—TR Equipment

Lander County Sheriff's Office (LCSO) has not been able to participate in the NCATS program due to small staff and fewer resources. They continue to write handwritten crash reports. Lander County is a rural county that lies on Interstate 80 between Reno and Elko. It is one of the few counties 'going broke' in Nevada due to the mining industry there. This project will allow LCSO to obtain 12 hand-held units and the necessary software to work toward 100% compliance in electronically sharing their crash and citation data with the NCATS repository. This will lead to a reduction in human error and in time needed to complete and investigate motor vehicle crashes, thereby increasing officer safety, and contributing to the Highway Safety Improvement Program in relation to Traffic Records.

21-408TR-8 Douglas County Sheriff's Office – TR Equipment

Douglas County Sheriff's Office (DCSO) is a current participant in the state's NCATS program. However, their hand-held equipment is worn and outdated, and in fact so unreliable that some officers have gone back to paper reporting methods. This project will allow DCSO to upgrade and purchase 17 additional hand-held units and accessories that are compatible with their current Zebra printers still in use.

21-408TR-9 Lincoln Co Sheriff's Office – TR Equipment

Lincoln County Sheriff's Office (LCSO) has not been able to participate in the NCATS program due to small staff and fewer resources. They continue to write handwritten crash reports. Lincoln County is a small rural county northeast of Las Vegas, near the western Utah border, and has one interstate and six state routes in its jurisdiction. This project will allow LCSO to obtain 10 hand-held units and the necessary software to work toward 100% compliance in electronically sharing their crash and citation data with the NCATS repository. This will lead to a reduction in human error and in time needed to complete and investigate motor vehicle crashes, thereby increasing officer safety, and enabling more time for efficient police work.

21-408TR-10 Carson City Sheriffs Office – TR Equipment

Outdated, unavailable, and broken hand-held crash data collection units means that the Carson City Sheriff's Office (CCSO) is unable to complete key tasks, provide current crash data, and conduct traffic safety enforcement at an efficient level. CCSO currently submits 100% of its crash reports electronically; 80% are collected with the hand-held units, and 20% are converted from paper to electronic format. This project will allow CCSO to purchase 13 newer units and 6 Bluetooth Zebra printers to replace their outdated equipment purchased in 2003.

NDOT 'FLEX' FUNDING (FHWA)

Starting in FY 2006, States with Strategic Highway Safety Plans (SHSP) that meet the requirements of 23 USC 148 may obligate Highway Safety Improvement Plan (HSIP) funds for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Each State must have an SHSP to be eligible to use up to 10 percent of its HSIP funds for other safety projects under 23 USC (including education, enforcement and emergency medical services). It must also certify that it has met its railway-highway crossing and infrastructure safety needs (SAFETEA-LU Section(s): 1101(a)(6), 1401).

Nevada's Department of Transportation met these required needs, and let out an application process to the SHSP's partners for flex funded-projects related to behavioral change: increase seat belt use, reduce incidence of impaired driving, pedestrian safety awareness, lane departures and intersection crashes (5 critical emphasis areas). DPS-OTS applied for and received a flex fund award for FFY2011 in the amount of \$565,000 to conduct two projects related to SHSP traffic safety issues, as follows. These projects will be scheduled and in line with the *Joining Forces* enforcement calendar and focus program areas throughout the year.

PERFORMANCE GOAL

- Effectively reach and educate at-risk drivers and pedestrians through various mediums with the needed frequency that will influence and change their behavior on Nevada roads.
- Performance measures include increased seat belt usage in the 2011 observational survey; a reduction in impaired driving crashes and fatalities in CY2010; and a reduction in pedestrian fatalities in CY2010. In addition a statewide awareness survey was conducted in July 2010 to evaluate the public's awareness of the paid and earned media messages and campaigns associated with same (results are not yet final).

STRATEGY:

- Conduct highly visible enforcement and paid media campaigns during the annual "Click it or Ticket" campaigns via *Joining Forces* enforcement events.
- Conduct highly visible enforcement and paid media campaigns during the annual "Over the Limit. Under Arrest" campaign via *Joining Forces* enforcement events, as well as additional holiday periods that involve a higher rate of impaired driving in Nevada, such as Superbowl and Halloween.
- Conduct the fourth annual PACE Program in Nevada during FFY2011, expanding it statewide. PACE stands for "Preventing All Crashes Everyday." This is a year long program on traffic safety issues that educates young drivers age 15-20. By partnering with the "Driver's Edge" Program and creating a competition between student teams of teen drivers on safety issues, media creative, and driving skills, an effective educational program has been developed and evaluated. PACE started as an idea by the UNLV-TRC's *Safe Communities* Coalition of Las Vegas, and is now a solid venue for traffic safety outreach and educational efforts for our youth.

FLEX-FUNDED PROJECTS

TOTAL FLEX FUNDING COMMITMENT:
(NOT PART OF HS-217 COST SUMMARY)

\$ 565,000

21-DOT-1 Paid Media/Marketing (OP/AL/Latino Outreach)

The ‘Click it or Ticket’ safety belt enforcement campaign is conducted over the Memorial Day holiday period in May and the Thanksgiving holiday period in November in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. This annual campaign includes a hard hitting paid media message combined with stepped up enforcement of safety belt laws through the OTS *Joining Forces* program. This project will provide additional paid media spots for the Federal Fiscal Year 2011 efforts.

Reducing the incidence of impaired driving is also a critical emphasis area in Nevada’s Strategic Highway Safety Plan. Nevada has traditionally conducted two “Over the Limit. Under Arrest” enforcement and paid media campaigns each year, during the September Labor Day holiday and December/New Year holiday seasons. This project will provide additional paid media for the FFY2011 Labor Day and December/New Year Holiday efforts, as well as providing for 4 additional campaigns to cover high-risk holidays in Nevada: Super Bowl in February, St Patrick’s Day in March, Independence Day in July, and Halloween in October.

Increasingly, outreach programs across the state are working to meet the needs and interests of Latino Americans. The rapid growth of the Latino population in Nevada since 1990 has caused many counties that previously had little or no Latino representation to become home to significant numbers of Latino residents. Often Latinos represent a new audience for outreach programs and one that is not readily integrated into existing programs.

The objective of the Latino Outreach efforts will be structured around community events to increase awareness of priority traffic safety issues—seat belts, impaired driving, and pedestrian concerns—through education and media campaigns that are culturally and linguistically appropriate.

Please go to page 72 to view the remainder of Nevada’s Media Plan for FFY2011.

21-DOT-2 PACE -- “Prevent All Crashes Every day”

The objective of PACE is to encourage safe-driving habits among young drivers (15 1/2 -20 years old) and increase awareness of seat-belt usage and the dangers of impaired and distracted driving, critical safety issues for this age group. This fiscal year will entail the fifth annual PACE program as originally introduced by the Safe Community Partnership of Clark County. This NDOT F4lex funded project will expand PACE statewide to coincide with the school year calendar, with up to three regional coordinators: Northern Urban Nevada (Washoe, Douglas, Carson, Lyon counties), Central Rural Nevada, and Southern Urban Nevada (Clark County).

MEDIA PLAN

Total Section 402 Funding Commitment to the Media Plan	\$ 206,080
Total Section 406 Funding Commitment to the Media Plan:	\$ 45,000
Total Section 410 Funding Commitment to the Media Plan:	\$ 1,070,000
Total Section 2010 Funding Commitment to the Media Plan:	\$ 30,000

Total Funding Committed to the Media Plan **\$ 1,351,080**

402 Funding

21-CP-2 Thursday Night Lights

This is a multi-platform advertising campaign (television, website, and in program elements) with Channel CW-TV in Las Vegas that targets beginning drivers and their parents. Thirteen local high school football games will broadcast live in the Fall 2010. In addition to the 13 live broadcasts the games will run an encore presentation each Saturday. A minimum of 4 PSAs per game will be aired plus signage at the playing fields.

21-CP-5 Nevada Department of Public Safety Association-Marketing Outreach

Educating the public and encouraging drivers to make better decisions is invaluable in reducing the number of crashes, serious injury and deaths on Nevada roadways. This will provide funding for Nevada Department of Public Safety Association members to conduct community outreach for traffic safety concerns. They will work in conjunction with the Office of Traffic Safety's media campaigns and community outreach events.

21-OP-2 Click it or Ticket (CIOT) Paid Media

This grant provides funding for paid media for Seatbelt and Occupant Protection campaigns.

The Click it or Ticket safety belt enforcement campaign is conducted over the Memorial Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. This annual campaign includes a hard-hitting paid media message combined with stepped up enforcement of safety belt laws. Nevada also has a CIOT campaign during November of each year and supports this effort with paid media. These projects will provide Nevada-specific paid media for the Federal Fiscal Year 2011 effort. DPS-OTS will utilize a media mix to cover the primary target audience of men age 18-34. By using radio and television, there will be the opportunity to maximize both the reach and frequency to the available target.

Television will be used in the local markets throughout Nevada in conjunction with the national Click it or Ticket paid media campaign that will run at the same time. The cost of television has increased in both major markets. The primary markets will be the Las Vegas metro area including Pahrump, the Reno/Sparks metro area and Elko. Cable television will be used to reach viewers in the Nellis Air Force Base and Laughlin areas, Carson/Douglas, Winnemucca, Fallon, Fernley, Yerington, and North Lake Tahoe.

While the primary target audience of males age 18-34 are not heavy television viewers, they can be reached through network prime, some sport events and selected cable networks. Additionally, programming that reaches the target audience on the broadcast networks in other day parts will be recommended. Sporting events will include NBA Basketball playoffs, NASCAR, the Indy 500, and MLB Baseball. Sports ratings delivery to this target is difficult to predict from year to year.

Elko will be reached with a combination of Cable and KENV which is NBC and affiliated with KRNK in Reno. The other rural northern Nevada markets will be reached with cable using as many of the above cable networks as available in each market. Nellis and Laughlin will be reached with cable and included in the southern Nevada buy.

Hispanic males will be reached through both the general market schedule and Spanish language television. Both reach and frequency may be higher than previous years due the increased paid media funding from NDOT's Flex funds to support this campaign.

406 Funding

29-406CP-10 PI & E /Media/Marketing

This provides funding for PI&E items for distribution year-round and is available to law enforcement, courts, DMV, and other applicable agencies as well as all safety partners conducting public events and outreach in relation to traffic safety.

21-406PS-2 Pedestrian Safety Awareness

This provides funding for Public Service Announcements and media relating to pedestrian safety. DPS Office of Traffic Safety will focus awareness efforts on pedestrians as well as motorists in Federal Fiscal year 2011. DPS-OTS will utilize radio & television Public Service Announcements (PSA's) to urge drivers to share the road, as well as promote enforcement campaigns. Buses will be used as a venue to reach pedestrians with messages about walking and crossing roads safely. Bus stop shelter posters and bus posters will be used in the Clark County metro area.

410 Funding

210-K8-18-6 DUI PI & E

This provides funding for public information & education items on impaired driving for distribution year-round and is available to law enforcement, courts, DMV, and other applicable partner agencies.

21-K8-18-5 DUI Paid Media

The "Over the Limit. Under Arrest" impaired driving enforcement/media campaign is conducted over the Labor Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard hitting paid media message combined with stepped up enforcement of impaired driving laws. Smaller media efforts also support "Over the Limit, Under Arrest" campaigns during December

and July. These projects will provide Nevada-specific paid media for the Federal Fiscal Year 2010 effort.

DPS-OTS will utilize television and radio to deliver a targeted DUI message in the time periods surrounding the Labor Day weekend, which are typically heavy party and drinking times for young men. During the weeks of the campaign, television and radio will air with heavier emphasis on the Labor Day weekend. This year's campaign will launch with radio rather than a combination of TV and radio due to the large number of summer travelers who will be on the road.

2010 Funding

21-2010MC-1 Motorcycle Safety Awareness

This project partially funds the media and marketing portion of the Motorcycle Safety Awareness Program.

Although motorcycle safety is an issue any time of the year, it is particularly essential during the motorcycle festivals that are held in Las Vegas, Laughlin and Reno annually. At these festivals, there is a large influx of motorcycles on both the major freeways and the surface streets.

With limited funding, DPS-OTS will reach the target audience of male adults age 25-54 as well as increase passenger vehicle driver awareness of motorcycles on Nevada roadways. Based on the fact that we need to reach riders, the best market is while they are in their vehicles. Outdoor advertising is selected as it provides the optimum reach and frequency of message necessary to provide education on motorcycle safety with minimal verbiage to get the message across.

Based on crash data, outdoor advertising will be located at high crash locations in the local communities 30 days prior to each festival. Funds will be utilized for the billboard campaigns and marketing information booths for the Laughlin "River Run," Elko "Rumble in the Rubies," Reno "Street Vibrations" and the Las Vegas "Bike Fest" rallies held throughout the year.

PLEASE NOTE: Some of the above media projects may be duplicated in this plan under other program sections (i.e., Community Programs, Pedestrian & Bike Safety, etc).

EQUIPMENT PURCHASES OVER \$5,000

In pursuing the DPS-OTS traffic safety goals and objectives, several agencies will receive awards that allow for the purchase of equipment. In compliance with federal requirements, equipment to be purchased, of over \$5,000 in individual value, is listed below to formally request approval from NHTSA of this portion of Nevada's Highway Safety Plan.

21-AL-6 Las Vegas Metropolitan Police Dept – BAC testing equipment

There are only two forensic labs in the state to analyze blood alcohol content evidence, in Las Vegas and in Washoe County. The Nevada Highway Patrol's contract for these services was terminated prematurely which has created a large backlog of evidentiary testing that needs to be done. To facilitate these testing needs, Las Vegas Metropolitan Police were able to add four additional analysis positions to their forensic lab staff. This project will purchase the necessary equipment (a gas chromatograph headspace unit and hydrogen generator) for Metro's lab to accommodate the NHP evidence and eventually eliminate the backlog of testing needs. This will further timely and accurate prosecution of DUI cases in Nevada.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Gas Chromatograph Headspace Unit and Hydrogen Generator	(1) @ \$65,250

21-EM-2 Carlin Volunteer Fire Department – Mobile Signage

We will purchase one mobile LED display trailer by Ads Up bought through LED Sign Authority. The trailer comes with a multicolor LED sign, laptop computer, software, WFI computer capability, propane ran generator, out riggers for stabilization if and when we choose to advance the sign in the air, the sign can be raised up to 10 feet in the air. The intent is to ensure a safer [crash] scene for responders, patients, victims, and travelers.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Mobile LED Display programmable signage	(1) @ \$29,900

210-PT-2

Mesquite Police Department – In-Car Video Cameras

Funding Level -- \$29,000

Currently, the Mesquite Police Department has a car-per-man policy which allows officers to “take home” vehicles. None of these vehicles are equipped with in-car video cameras. Typically one officer performs a traffic stop, including those involving potentially impaired drivers. If a driver is suspected to be impaired, another officer responds as a back up officer. With the purchase of in-car video cameras, MPD will be able to record/monitor traffic stops, field sobriety tests, and use these recordings as evidence in a court of law. Video cameras will also allow MPD to review and ensure proper procedures for investigating impaired drivers, as well as review general safety procedures for all traffic stops.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
ROBO-CAM in-car video system:	(6) @ \$5,848

29-EM-7

Sparks Fire Department – Extrication Equipment

Funding Level - \$15,000: Year Two of Three: Sparks is a rapidly growing city adjacent to Reno. With aggressive annexation and development, Sparks has dramatically increased both the population and geography of its service area. This will enable the Fire Department to increase its ability to cover the increased population and area, and decrease risk of death during the "Golden Hour" of experiencing a trauma injury from a motor vehicle crash.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Spreader	\$ 5,917
Cutter	\$ 5,423
Dual Power Pump	\$ 8,605

210-EM-2

Storey County Fire Department – Extrication Equipment

Funding Level - \$30,000

This is the second year of a three year program to up-grade extrication equipment for this community. Most of the existing extrication equipment is ten to seventeen years old, and when coupled with new car technology, Storey County Fire Department has great difficulties to provide timely response within the “Golden Hour.” Grant funds will be used to purchase and deploy extrication equipment to provide for entrapped victims from motor vehicle crashes, thus avoiding major delays in removing victims and their transport to a trauma center.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Spreader	\$ 5,947
Cutter	\$ 5,453
Dual Power Pump	\$ 8,635

406 Funding

21-406PT-1 (see Joining Forces Program, page 63)

Joining Forces Incentive – End of Project Year Award for Outstanding Agencies

Joining Forces is an over-time funding program for all law enforcement agencies within the state. With a year-long calendar of events to coordinate the enforcement effort it is important to show the appreciation of OTS for their effort. *Three agencies will receive an award of equipment not to exceed \$ 10,000.* The equipment is chosen by the winning agencies and must be related to traffic enforcement. Awards are announced at the annual recognition event in September, with Project Agreements drafted and approved in December. Prior NHTSA approval for any project awards for individual equipment value exceeding \$5,000 will be obtained Fall 2010 prior to award.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Traffic Safety Enforcement Equipment Awards @ \$10,000 Each / \$ 30,000 Total	Not available at time of print



Nevada Office of Traffic Safety

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STATE CERTIFICATIONS AND ASSURANCES

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Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
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- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
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Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

(23 USC 402 (b)(1)(E));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(l)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and (II) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702:);

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace.
 - 2. The grantee's policy of maintaining a drug-free workplace.
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from

the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

**Jearld Hafen, Director, Department of Public Safety
Governor's Representative for Highway Safety**

NEVADA
State or Commonwealth

FFY2011
For Fiscal Year

08/30/2010
Date



Nevada Office of Traffic Safety

555 Wright Way
Carson City, Nevada 89711-0525

Telephone (775) 684-7470 • Fax (775) 684-7482

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- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
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(23 USC 402 (b)(1)(E));

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- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace.
 - 2. The grantee's policy of maintaining a drug-free workplace.
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from

the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.


POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



**Jearld Hafen, Director, Department of Public Safety
Governor's Representative for Highway Safety**

NEVADA

State or Commonwealth

FFY2011

For Fiscal Year

08/30/2010

Date