

State of Nevada Office of Traffic Safety Annual Report FFY 2018



ANNUAL PERFORMANCE REPORT

FEDERAL FISCAL YEAR 2018

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NEVADA OFFICE OF TRAFFIC SAFETY (OTS)

Mission

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

Program Funding

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

This report outlines the results of the FFY 2018 Highway Safety Plan and serves as Nevada OTS’ Annual Report.

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

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

Performance Measures

Rules established by NHTSA allow states to identify problems and funding needs in each of the nationally designated program priority areas. State Highway Safety Offices (SHSOs) have the flexibility to identify additional program areas from their data, along with the amount of funding allocated to each. Nevada utilizes this flexibility in working with its SHSP partners toward achieving its goal of ‘Zero Fatalities.’ The projects chosen for funding in FFY 2018 included strategies from the SHSP’s seven critical emphasis areas and their results are detailed on the following pages. (For more on the SHSP, please log on to www.zerofatalitiesnv.com).

PERFORMANCE MEASURE TARGETS

1: TRAFFIC FATALITIES

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 278 traffic fatalities is 333, which is less than the projected 334 fatalities by December 31, 2018.

Actual Performance: The five-year average for Nevada fatalities in years 2013-2017 was 303, which is greater than the desired target of 286.

2: SERIOUS INJURIES IN TRAFFIC CRASHES

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 1211 serious injuries is 1,304, which is less than the projected 1,305 serious injuries by December 31, 2018.

Actual Performance: The five-year average for Nevada serious injuries from motor vehicle crashes in years 2013-2017 was 1,228, which is greater than the desired target of 1,110.

3: FATALITY RATE PER 100 MILLION VMT

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 1.12 fatalities per 100M VMT is 1.25, which is less than the projected 1.26 fatality rate by December 31, 2018.

Actual Performance: The five-year average for Nevada fatalities per 100M VMT from motor vehicle crashes in years 2013-2017 was 1.145, which is less than the target of 1.19.

4: UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL POSITIONS

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 64 unrestrained fatalities is 76, which is less than the projected 77 unrestrained fatalities by December 31, 2018.

Actual Performance: The five-year average for Nevada unrestrained fatalities from motor vehicle crashes in years 2013-2017 was 67, which is greater than the desired target of 53.

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

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 85 impaired fatalities is 90, which is less than the projected 91 impaired fatalities by December 31, 2018.

Actual Performance: The five-year average for Nevada impaired fatalities from motor vehicle crashes in years 2013-2017 was 88, which is greater than the desired target of 83.

6: SPEEDING RELATED FATALITIES

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 96 speeding-related fatalities is 123, which is less than the projected 124 speeding-related fatalities by December 31, 2018.

Actual Performance: The five-year average for Nevada speeding fatalities from motor vehicle crashes in years 2013-2017 was 104, which is greater than the desired target of 92.

7: NUMBER OF MOTORCYCLIST FATALITIES

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 52 motorcycle fatalities is 69, which is less than the projected 70 motorcycle fatalities by December 31, 2018.

Actual Performance: The five-year average for Nevada motorcyclist fatalities in years 2013-2017 was 61, which is greater than the desired target of 54.

8: UNHELMETED MOTORCYCLIST FATALITIES

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 8 unhelmeted motorcycle fatalities is 11, which is less than the projected 12 unhelmeted motorcycle fatalities by December 31, 2018.

Actual Performance: The five-year average for Nevada unhelmeted motorcyclist fatalities in years 2013-2017 was 9.2, which is greater than the desired target of 6.9.

9: DRIVERS AGE 20 OR YOUNGER IN FATAL CRASHES

2018 Target: Decrease young driver (15 – 20) motor vehicle fatalities so that the 2011-2015 five-year moving average of 33 fatalities is 30, which is less than the projected moving average of 32 fatalities involving a driver age 20 and younger by December 31, 2018.

Actual Performance: The five-year average for Nevada fatalities involving a driver age 20 or younger from motor vehicle crashes in years 2013-2017 was 34 which is equal to the desired target of 34.

10: PEDESTRIAN FATALITIES

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 61 pedestrian fatalities is 77, which is less than the projected 78 pedestrian fatalities by December 31, 2018.

Actual Performance: The five-year average for Nevada pedestrian fatalities in years 2013-2017 was 76, which is which is greater than the target of 72.

11: TRAFFIC RECORDS

2018 Target: Continue implementation of the remaining large law enforcement agencies reporting traffic citations through the central electronic system and evaluate smaller size agencies for suitability based on cost vs. number of citations by December 31, 2018.

12: CHILD PASSENGER SAFETY

2018 Target: Decrease the 2011-2015 five-year moving average of 3 fatalities of children age four and younger to 1 by December 31, 2018.

Actual Performance: The five-year average for Nevada fatalities of children age four and younger from motor vehicle crashes in years 2013-2017 was 2, which is equal to the desired target of 2.

13: BICYCLE SAFETY

2018 Target: Decrease the upward trend so that the 2011-2015 five-year moving average of 6 bicycle fatalities is 8, which is less than the projected 9 bicycle fatalities by December 31, 2018.

Actual Performance: The five-year average for Nevada bicyclist fatalities in years 2013-2017 was 7.9, which is greater than the desired target of 6.

14: DISTRACTED DRIVING

2018 Target: Decrease the 2011-2015 five-year moving average of 17 distracted driving fatalities to 10 by December 31, 2018.

Actual Performance: The five-year average for Nevada fatalities involving a distracted driver from motor vehicle crashes in years 2013-2017 was 14 which is less than the target of 21.

COMMON PERFORMANCE MEASURES

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

Related Projects

TS-2018-NVOTS 658-00050—Nevada Office of Traffic Safety— Joining Forces Master

Funding Sources: 402, 405(d)

Budget: \$1,650,000

Obligation Spent: \$1,485,356.63

This is an internal grant that is then sub granted out to law enforcement agencies to conduct specific enforcement events covering all of Nevada’s Critical Emphasis Areas (Impaired Driving, Occupant Protection, Speed, Distracted Driving, Pedestrian Safety, and Motorcycle Riders). Nevada has 57 law enforcement agencies statewide, of that 26 agencies participated this year including one Tribal agency, covering 98% of the state. During the 15 scheduled events, many citation categories improved from FY17 to FY18 such as seatbelts, pedestrian at fault, other distracted driving, red light running and failure to yield while the number of stops decreased by 810, the hours worked also decreased 783. During the 15 events in FY18 66,764 citations were issued for a variety of violations, following is the breakdown of citations written:

Category	FY2017	FY2018
DUI	562	451
Seat Belt	1,459	1,514
Child Seat	218	160
Speed	29,479	24,693
Pedestrian at Fault	746	2,586
Driver at Fault	495	482
Cell Phone Use	5,262	5,020
Drug Arrest	110	66
Other Distracted Driving	75	119
Felony Arrest	115	112
Recovered Stolen Vehicle	25	16
Fugitive	254	217
Suspended/Revoked License	884	824
Driver’s License Other	2,774	2,480
Registration Violation	3,953	3,666
Equipment Violation	893	683
No Insurance	4,296	3,259
Reckless Driving	189	122
Red Light Running	1,260	1,486
Failure to Yield	984	1,151
All Other Citations	2,857	2,657
Warnings	16,448	14,997
Number of Stops	60,542	59,732

During this grant cycle 10/1/17–9/30/18 33,826.50 hours were worked covering the 15 scheduled events. All 26 agencies participated in the required events of 2 CIOT and 1 Impaired Drivers/Riders. Most large agencies participated in all 15 events with the smaller agencies covering as many as possible.

TS-2018-NVOTS 658-00029 – Nevada Office of Traffic Safety – Program Management – Joining Forces**Funding Sources: 402, 405(b), 405(d)****Budget: \$88,037****Obligation Spent: \$71,875.79**

This project provided funding for the management and operating costs for the DPS-OTS Joining Forces program in the FFY 2018 Highway Safety Plan.

TS-2018-NVOTS 658-00026—Nevada Office of Traffic Safety—Professional Development**Funding Sources: 402****Budget: \$10,182****Obligation Spent: \$7,424.05**

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

TS-2018-NVOTS 658-00023—Nevada Office of Traffic Safety—Program Management: NDOT Administration**Funding Source: NDOT****Budget: \$100,000****Obligation Spent: \$41,576.59**

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant awarded from the Nevada Department of Transportation provided funding for the management and operating costs for the DPS-OTS distracted driving, pedestrian safety, and lane departure efforts in the FFY 2018 Highway Safety Plan. These are monetary awards from NDOT to the DPS-Office of Traffic Safety to manage and conduct behavioral projects in conjunction with the State's Strategic Highway Safety Plan (SHSP) and its strategies.

TS-2018-NVOTS 658-00038—Nevada Office of Traffic Safety—Law Enforcement Liaison (LEL)**Funding Source: 402****Budget: \$124,392****Obligation Spent: \$ 112,780**

Two Law Enforcement Liaisons provided assistance and program management to the OTS in implementing grant projects with law enforcement agencies statewide, including HVE but also other police traffic countermeasures. Most of the Law Enforcement Liaison accomplishments are related to training police officers in the detection, arrest, and conviction of impaired drivers. 19 new Drug Recognition Experts (DRE) trained and certified. 3 new DRE Instructors trained and certified. 9 new Standardized Field Sobriety Test (SFST) Instructors trained and certified. 5 DRE's that were expired for over a year re-entered the DRE program. They were re-trained and certified. 135 officers trained in Advanced Roadside Impaired Driving Enforcement (ARIDE).

TS-2018-NVOTS 658-00024—Nevada Office of Traffic Safety—Planning and Administration (P&A)**Funding Sources: 402****Budget: \$325,000****Obligation Spent: \$ 277,046.50**

This project provided the opportunity for Professional and Administrative staff of OTS to develop the Highway Safety Plan, award, authorizes, monitor and evaluate grant-funded projects. In order to accomplish the various tasks necessary to support grant activities, planning and administrative functions are performed as needed.

Funding partially provides for the salaries of administrative support staff, the Highway Safety Coordinator, and Fiscal Officer, as well as in-state and out-of-state travel and operating costs for monitoring and ensuring full compliance with project requirements and/or support activities for successful implementation of the SHSP and/or HSP. In addition, successful traffic safety programs incur direct costs that are necessary and which contribute to the success of projects and management of programs.

TS-2018-NVOTS 658-00040—Nevada Office of Traffic Safety—Marketing & Media**Funding Source: NDOT and 402****Budget: \$482,000****Obligation Spent: \$427,395.44**

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safe. Still, in 2017 an estimated 311 people were killed on the roads. Many of these fatalities can be directly traced to people choosing to not practice specific safety-driven behaviors while occupying the roadways. The threats to the public safety on the road are still present today, and even evolving with time and culture. Therefore, the need to educate the public about these dangers and about the virtues of making the right choices on the roads is more important than ever.

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

TS-2018-NVOTS 658-00042—Nevada Office of Traffic Safety— Traffic Safety Summit**Funding Sources: 402****Budget: \$30,000****Obligation Spent: \$0.00**

Funding was moved to program development and carried forward.

TS-2018-NVOTS 658-00037—Nevada Office of Traffic Safety—HSP/Annual Report**Funding Source: 402****Budget: \$24,352****Obligation Spent: \$ 24,351.96**

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

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

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

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

TS-2018-NVOTS 658-00060 – Nevada Office of Traffic Safety – Public Information Officer**Funding Source: 402****Budget: \$79,173****Obligation Spent: \$ 62,976.44**

The Public Information Officer (PIO) for the Office of Traffic Safety (OTS) worked a variety of programs in partnerships with other State, Federal and local organizations to reduce deaths and serious injuries on Nevada's roads towards Nevada's Zero Fatalities goal. The PIO worked with the Nevada Department of Transportation and the Nevada Highway Patrol PIOs, local law enforcement, community and business groups, and media partners in an effort to develop traffic safety communication plans and assist staff and grantees in specific program areas. Through developing print and presentation materials, public speaking, legislative presentations, managing social and digital media, the PIO was able to educate and assist stakeholders and the public with accurate, timely and consistent information regarding traffic safety in Nevada.

TS-2018-NVOTS 658-00059 – Nevada Office of Traffic Safety – Traffic Safety Outreach**Funding Source: NDOT****Budget: \$15,000****Obligation Spent: \$ 12,185.34**

Nevada experienced 329 traffic related fatalities in 2016 and 311 in 2017 along with numerous serious injuries. The Office of Traffic Safety (OTS) develops statewide projects in cooperation with other state, local, and non-profit agencies that partner on the State Highway Safety Plan. Local strategies and projects are developed by working with those agencies that have expressed an interest in implementing an evidence-based traffic safety project in their community or jurisdiction in the annual OTS Request for Funds grant applications. OTS purchased and disseminated outreach and educational materials to the public and partnering agencies while providing training, extending traffic safety messaging and improving reception of appropriate behaviors and actions.

TS-2018-WC DA-00063 – Washoe County D.A.'s Office – Traffic Crash Investigation**Funding Source: 402****Budget: \$10,000****Obligation Spent: \$0.00**

The goal the goal of this project was to increase the number of convictions for DUI / Reckless driving causing death or substantial bodily harm. Unfortunately, this program did not result in as many call-outs as predicted. This was not because there were no qualifying wrecks, although there seemed to be far fewer than in years past. The issue was primarily one of communication between the law enforcement agencies and the district attorney's office.

TS-2018-NHP-00128 – Nevada Highway Patrol – MAIT Traffic Crash Investigation Training**Funding Source: 405(c)****Budget: \$14,965****Obligation Spent: \$13,952.25**

The Crash Investigation 2 course was presented to students from a variety of Nevada law enforcement agencies. The Vehicle Dynamics course was presented to most of the same students on May 21-25, 2018. Both courses were held at the Reno office of the Nevada Highway Patrol. The lead instructor for both courses was Tom Lawson, DPS Captain and Northwestern University Adjunct Instructor.

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

Related Projects

TS-2018-NVOTS 658-00027 – Nevada Office of Traffic Safety – Program Management – Occupant Protection

Funding Source: 402, 405(b)

Budget: \$146,411

Obligation Spent: \$163,426.46

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

TS-2018-UNLV 00083 – Board of Regents, Nevada System of Higher Education, obo UNLV – Observational Seat Belt Use Survey

Funding Source: 405(b)

Budget: \$89,968

Obligation Spent: \$81,070.27

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

TS-2018-NVOTS 658-00057 – Nevada Office of Traffic Safety – OP Assessment

Funding Source: 405(b)

Budget: \$38,000

Obligation Spent: \$37,334.31

The NHTSA assessment is intended to guide Nevada toward making further program improvements. Funding for this grant covered meeting facilities, review panel stipends; travel costs for panel members, OTS staff members and subject matter expert witnesses. The Occupant Protection Assessment was conducted the week of February 4 – 9, 2018 at the Airport Plaza Hotel in Reno, Nevada. The assessment consisted of a review of program materials and interviews with program stakeholders. The recommendations presented by the review panel were based upon the information provided in the briefing materials and by the various subject matter experts' testimony. On the final day of the assessment, the team briefed OTS staff members on the results of the assessment and discussed major points and recommendations.

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

Related Projects

TS-2018-NVOTS 658-00028—Nevada Office of Traffic Safety—Program Management-Impaired Driving

Funding Source: 402, 405(d)

Budget: \$163,803

Obligation Spent: \$168,626.38

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

TS-2018-NVOTS 658-00021—Nevada Office of Traffic Safety—Outreach for Professional Development for Judges and Prosecutors

Funding Source: 405(d)

Budget: \$32,279

Obligation Spent: \$29,280.47

This ongoing project funds specialized training opportunities to bring best practices to the Criminal Justice communities that address Nevada's DUI laws and alcohol and drugged impaired driving cases. Training opportunities are extended to DUI Court teams, judges, prosecution, the Traffic Safety Resource Prosecutor (TSRP) to strengthen Nevada's ability to effectively address impaired driving cases. Funds were utilized for in-state and out of state travel and other related expenses to attend conferences, seminars, and workshops. Training and education that will increase the knowledge and expertise of the stakeholders can lead to better adjudication, prosecution, convictions, offender treatment or the implementation of sanctioning tools in the court such as ignition interlock sanctions or 24/7 Sobriety programs to reduce offender recidivism.

The Impaired Driving Program Manager facilitated a Drugged Driving session for AOC's 2018 Limited Jurisdiction Judges Winter Seminar in Las Vegas on February 15, 2018. The Session received an overall effectiveness rating of 4.1 out of 5 by the conference participants. Funds were used to send Major Page, NHP/DPS and Zach Cord, DMV to attend the AIIPA conference. DMV and DPS are two agencies with responsibilities in effective delivery and implementation of the expanded all-offender Ignition Interlock law which went into effect Oct. 1, 2018. Ignition interlock is a tool used in the court sentencing after a DUI conviction, as part of participation in a DUI Court, or pre-sentencing installation to get a driver's license reinstated with the interlock restriction. Training included an emphasis on law enforcement's involvement in ignition interlock, DMV's role, AIIPA Training Institute and sessions on Implementation and program management.

TS-2018-DPS NHP-00066—DPS-Nevada Highway Patrol (NHP)—DUI Enforcement Saturation Patrols

Funding Source: 405(d)

Budget: \$100,000

Obligation Spent: \$99,129.60

The project funded overtime for the Nevada Highway Patrol (NHP) officers assigned to additional DUI saturation/enforcement statewide to deter impaired driving incidences in areas typically known to have increased impaired driving such as during high profile special events and holidays.

NHP was to deploy DUI focused saturation patrols for at least 40 operations. They exceeded their goal by conducting 45 operations statewide. The majority of the operations occurred in Southern Command (29) which is the largest region. NHP West conducted 12 operations while NHP East had 4 operations.

An additional objective was to increase the number of DUI arrests by 10% of the 275 DUI arrests in 2017 even though funding was reduced. NHP had 123 DUI arrests in the Southern Command Region, 6 in Northern Command East and 30 arrests in Northern Command West for a total statewide of 159 DUI arrests.

NHP received \$200,000 in DUI grant funding in 2017 which equals 1 arrest for every \$727.00 spent. NHP received \$100,000 in 2018 DUI grant funding with a total of 159 DUI arrests which equates to 1 arrest for every \$628.00 spent for an 11% increase in DUI arrests compared to funds awarded.

The 2018 project increased data collection to include marijuana impaired arrests, the number of SFSTs conducted, and number of failures to submit for testing which require obtaining a warrant. Those activities take more time to complete, yet are critical in the apprehension and arrest of impaired drivers. A baseline of 285 SFSTs statewide was established or an average of 7 SFSTs per operational shift.

TS-2018-LVMPD-00053—Las Vegas Metropolitan Police Department —DUI Traffic Safety Van

Funding Source: 405(d)

Budget: \$50,000

Obligation Spent: \$49,060.85

The project funds overtime for officers assigned to the DUI Mobile Processing vehicles which include the DUI Vans and/or patrol vehicles enabling the Las Vegas Metropolitan Police Department (LVMPD) to process DUI arrests in a mobile environment at DUI checkpoints, high profile special events and for grant funded Traffic Bureau DUI enforcement. The DUI enforcement saturation patrol officers utilize the evidentiary Intoxilyzer for impaired drivers transported inside the vehicles, assist with obtaining search warrants for impaired drivers who refused to voluntarily submit to evidentiary tests, as well as hold and transport offenders to jail. Deployments were scheduled around holidays and major events held in the Las Vegas area.

LVMPD's DUI mobile processing vehicles were deployed on at least 84 occasions and assisted officers in the processing, exceeding the objective of 30 times. Officers arrested 115 impaired drivers. Officer assistance included transporting impaired drivers to different jail facilities. Officers working the DUI vehicles also conducted DUI enforcement that led to an additional 38 impaired driving arrests, for a total of 231 impaired driving arrests. 20 search warrants were obtained for impaired drivers who refused evidentiary testing. Over 333 hours of non-grant funded (matching funds) were spent by LVMPD to staff mobile DUI processing, community events, and impaired driving saturation.

TS-2018-LVMPD-00054—Las Vegas Metropolitan Police Department—2018 DUI Enforcement

Funding Source: 405(d)

Budget: \$50,000

Obligation Spent: \$50,000

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

LVMPD's DUI saturation teams were deployed on at least 33 occasions, surpassing the objective of 20 times. DUI saturation events were scheduled around the weekends when there is generally an increase in the number of

impaired drivers in all areas of the Las Vegas valley, including the resort corridor. Officers and supervisors used their knowledge, historical crash data, and public outcry to determine the best areas to work. The grant funded DUI enforcement resulted in over 107 DUI arrests, surpassing the objective of 47 DUI arrests. Officers also issued citations for collision causing violations during this proactive enforcement, and obtained search warrants when drivers refused to submit to evidentiary testing.

TS-2018-Nye-Co SO-00091—Nye County Sheriff’s Office—Impaired Driving**Funding Source: 405(d)****Budget: \$30,000****Obligation Spent: \$9,848.74**

The Nye County Sheriff’s Office proposed to use project funding for additional overtime shifts to conduct DUI enforcement and saturation patrols on high risk areas in Nye County with the overall goal to decrease alcohol and drugged driving incidences, crashes, injuries and fatalities.

DUI saturation patrols were deployed 9 days during the grant period, when the objective was 12 times. The objective to increase DUI arrests by NCSO from 150 to 157 was not achieved. The DUI arrests for NCSO were 113. NCSO stated that the additional enforcement deterred impaired driving, but that is difficult to prove. There were 11 DUI related crashes, but no fatalities during the grant period. The NCSO struggled to find additional resources to cover the overtime shifts during this grant period.

TS-2018-RPD-00122—Reno Police Department—Impaired Driving**Funding Source: 405(d)****Budget: \$35,000****Obligation Spent: \$34,658.24**

The Reno Police Department (RPD) used project funding for officers assigned to overtime shifts to conduct DUI enforcement and saturation patrols on focused areas in Reno throughout the year with the overall goal to decrease alcohol and drugged driving incidences, crashes, injuries and fatalities.

RPD’s goal to conduct 12 saturation patrols during the grant period was achieved, charging a total of 857 Overtime Hours. During these operations, there were 572 stops, 184 citations, and 336 warnings. 177 SFSTs were conducted with 10 refusals. DUI arrests were increased by 5%, from 722 to 758. There were 1,040 DUI arrests during the grant period.

TS-2018-OAG-00062—Office of the Attorney General—TSRP Updating the Enforcement**Funding Source: 405(d)****Budget: \$135,000****Obligation Spent: \$122,069.81**

This grant funded the part-time Traffic Safety Resource Prosecutor (TSRP) position to enhance the ability of Nevada prosecutors to effectively evaluate and prosecute DUI and DUI-related vehicular homicide cases. The TSRP was to provide specialized DUI prosecution training to Nevada’s 15 rural jurisdictions which vary widely in population and resources affecting consistent DUI prosecution measures. Objectives of the grant were for the TSRP to provide technical assistance and training for law enforcement and prosecutors on alcohol and drug impaired driving offenses.

In the second year of this project the TSRP helped to facilitate 23 trainings with 17 on-site trainings in Reno, Las Vegas, Elko, Ely, Winnemucca, Fernley, Pahrump, Hawthorne, Stateline & Silver Springs. In addition he facilitated and participated in 6 webinars which included the following: Implied Consent and Common Issues (2); Traffic Safety & Marijuana Law Update (2); DMV testimony (1) ; DRE Program Update (1).

To improve utilization of TSRP resources to assist law enforcement and prosecutors, the TSRP contacted elected District Attorneys to discuss training needs and address local concerns of prosecutors concerning traffic safety and impaired driving issues. The TSRP conducted training sessions during the plenary sessions at the 2018 Prosecutors Conference and presented at the Chiefs & Sheriffs Association meeting about TSRP resources. Law Enforcement trained 136; Prosecutors trained 123; Court Personnel trained 1; Community Coalition Director 1

TS-2018-NVOTS 658-00020—Nevada Office of Traffic Safety—OTS Impaired Training Program/ ARIDE, DRE
Funding Source: 405(d)

Budget: \$30,000

Obligation Spent: \$21,623.17

The activities for this project included coordinating DRE and ARIDE classes statewide. Ordering, receiving, and distributing DRE kits for DRE school students. Arrange for officers to attend DAID training conference. This was an effective year for this impaired driving enforcement project. This project was able to certify 19 new Drug Recognition Expert's (DRE). Nine officers became Standardized Field Sobriety Test (SFST) Instructors, and three became DRE instructors. This project was able to send 4 DRE's to the DAID conference for training as well as the two new DRE Nevada State Coordinators. With this project, the office held two day continuing education training for current and expired DRE's. We were able to get 5 DRE's recertified that were expired more than one year, and 25 current DRE's attended the continuing education. This office also provided for the training of 135 officers in ARIDE. There were also several prosecuting attorneys' that attended ARIDE training.

TS-2018-UNR-00064—University of Nevada Reno— Impaired and Pedestrian Safety

Funding Source: NDOT

Budget: \$11,000

Obligation Spent: \$3,791.92

Within the jurisdiction of University Police Services, alcohol violations are traditionally the number one crime problem that officers deal with on a regular basis. With approximately 2/3 of the student population under the age of 21, underage drinking and the associated problems are a regular occurrence. Since underage drinkers typically have an erratic tolerance for alcohol, and are unaccustomed to making important decisions regarding alcohol and safety, officers are often called upon to intervene. Students often self-report unsafe behaviors while intoxicated such as driving while impaired, riding with an impaired driver or attempting to walk home while impaired to avoid being arrested for DUI.

During this grant period, the UNRPD conduct 19 high visibility underage drinking enforcement events between Dec. 2017 and Oct. 2018 – Six were completed between Jan. 17 and June 18. The Leprechaun crawl in March was not productive as school was out for Spring Break. Increase citations/arrests for alcohol violations by 10% over the previous year's data from 128 in 2017 to 136 in 2018. Compare the number of students completing SHIFT education to evaluate any possible increase. (High BAC 39 students in 2016 hope to increase to 43 in 2018). Communicate with Reno Municipal Court and with the Office of Student Conduct regarding sanctions with an anticipated increase in non-students completing alcohol/marijuana screening from 196 in 2016 to 216 in 2018: The number of sanctions did increase, especially regarding marijuana which showed a huge spike in the wake of changes to the marijuana laws. This was one area they had hoped to explore through increased enforcement which would allow tracking of these incidents. Due to delays within the university system, the grant was not executed until the second semester. Several meetings were scheduled to help the University get the grant written and started months prior to its execution.

TS-2018-LVJC-00075—Las Vegas Justice Courts—Las Vegas Justice DUI Court**Funding Source: 405(d)****Budget: \$50,000****Obligation Spent: \$50,000**

DUI Court offers a comprehensive treatment program for misdemeanor DUI offenders which includes treatment services, supervision and requires accountability from program participants through the use of alcohol/drug monitoring technology, random observed alcohol/drug testing, house arrest and the use of timely and appropriate sanctions for non-compliance. The goal is to lower DUI recidivism rates. Defendants are ordered into the program through court negotiations followed by an evaluation process. 98% of the evaluations are eligible to participate in the DUI court program which follows the 10 Key Components of the National Association of Drug Court Professionals (NADCP).

The DUI Specialty Court's goal is to make the program available to additional DUI offenders through referrals, which saw an increase the last month of the project. Most of those defendant's will actually be accepted in the month of October, so program participation is increasing. The program had 67 participants at the beginning of the grant and a total of 82 participants at the end of the grant period which is a 30% increase. There were 77 total new participants, 54 graduates, and 5 terminated or unsuccessful participants. Part of the success is the District Attorney office making referrals as a result of seeing the value the DUI Treatment Court and its effectiveness. The DUI Specialty Court Coordinator was successful in program delivery and increasing DUI Court participants that will receive treatment and recovery.

TS-2018-CC District Court-00068—Carson City District Court—Felony DUI Court**Funding Source: 405(d)****Budget: \$30,000****Obligation Spent: \$30,000**

The project partially funds the DUI Case Manager for the Western Regional-Carson City DUI Court, Misdemeanor Treatment Court and the Mental Health Court to deliver a treatment program to reduce DUI recidivism by addressing both the criminal offense and substance abuse/dependency of those convicted of DUI offenses. The program is based on early intervention, intense monitoring and supervision, frequent court appearances, attendance at substance abuse counseling, random and frequent drug and alcohol testing, and sanctions to encourage program compliance. Participants are required to maintain employment or pursue educational opportunities and be supervised by the Department of Alternative Sentencing. As a liaison between the treatment providers, supervising officers and the courts, the Case Manager is an integral part of the multi-disciplinary team consisting of a judge, defense and prosecutorial counsel, court staff, and community treatment providers who review each participant's progress prior to court appearances. The program adheres to the 10 Guiding Principles of DWI Courts, created by the National Center for DWI Courts. Successful completion of this intensive program will change the behavior of the participant and reduce recidivism, thus reducing the number of injuries or death as a result of drunk driving.

The Felony DUI Court program, available to anyone charged with a 3rd DUI, had 16 active participants at the beginning of the grant period and 18 participants by the end of the grant period. There were 10 new admissions, 7 graduates, 1 graduate reoffending and 1 discharge due to battery/disorderly conduct. At the end of the project period, ignition interlock was required for 9 participants with driving privileges. The case manager meets with the DUI Court team twice per month and the DUI participants frequently throughout the month.

In 2016/2017, 5% of the DUI's were 3rd time offenders. There was a 1% overall decrease in 2017/2018. Participants complete exit plans (aftercare plans) with their counseling agency and review them with the DUI Case Manager before graduation.

TS-2018-WC 2nd Jud Ct-00121—Washoe County Second Judicial District Court—Felony DUI Court**Funding Source: 405(d)****Budget: \$30,000****Obligation Spent: \$30,000**

The project partially funds the Program Coordinator position for the Second Judicial District Court's Felony DUI Court, which is a 3-year treatment program focusing on repeat DUI offenders. The program reduces DUI recidivism by addressing alcohol and other drug use related to driving under the influence behavior through therapeutic interventions and judicial supervision, to improve personal functioning and community safety. The Felony DUI Court program adheres to the Ten Guiding Principles of DWI Courts, which were created by the National Center for DWI Courts. The Coordinator monitors program participants to increase accountability and adherence to the program requirements.

The Felony DUI Court program had a 30% increase in new admissions from the previous fiscal year. Sixty-five new participants entered the program this year compared to 46 new admissions during the 2017 grant period. The Court contributes that to an increase in criminal processing throughout the District Court as well as ongoing education of the stakeholders as to what the program entails and how prospective candidates can benefit from its services. There were 115 active participants at the beginning of this reporting period and 127 active as of the last day of the period. Since its inception in January 2008, the program has successfully completed 330 participants. That is an average of over 33 graduates each year.

The program had a 28% reduction in positive drug/alcohol tests during this reporting period, compared to the previous period. 97.28% of all drug test samples collected were negative for any substances during fiscal year 2018, whereas 95.78% were negative during fiscal year 2017.

The program had a 100% reduction in DUI-related new offenses and successfully no new DUI-related offenses during this grant cycle, whereas the previous period had two new offenses. The period prior to that had four new offenses. This equates to a 200% reduction over the past two years. Even though new offenses are not entirely preventable by the program alone, the program attributes the case management and close supervision as a factor in reducing new DUI offenses. The Coordinator made 5,026 in-person contacts during this reporting period, which equates to nearly one contact per participant every seven to ten days.

The Felony DUI Court program focuses on one principle over the course of two to three months, with the goal of improving the program and updating existing policies and procedures as needed.

TS-2018-NVOTS 658-00041 – Impaired Program Management - The Office of Traffic Safety**Funding Source: NDOT****Budget: \$30,000****Obligation Spent: \$908.46**

Temporary staff time used to assist with clerical and fiscal duties for the impaired program and traffic safety initiatives.

PERFORMANCE MEASURE 6: SPEEDING RELATED FATALITIES

Related Projects

TS-2018-MCSO-00090 – Mineral County Sheriff's Office – Vehicle Radar

Funding Source: NDOT

Budget: \$30,000

Obligation Spent: \$28,177.00

The goal of this project was to purchase five compact radar units to address Speed violators in Mineral County. The Mineral County Sheriff's Office will train all officers on the operation of these units and utilize on a daily basis with the goal of increasing speed citations by 5% and reducing injury and fatalities due to speed.

From April 1, 2018 to June 27, 2018 Mineral County Sheriff's Office issued a total of 384 citations. Approximately 75% of these citations were issued in direct use of the radar units. Mineral County had 5 crashes and zero fatalities on our public roadways within Mineral County.

Related Projects

See projects **TS-2018-NVOTS 658-00050** and **TS-2018-NVOTS 658-00017** in Performance Measure 1.

PERFORMANCE MEASURE 7: NUMBER OF MOTORCYCLIST FATALITIES

Related Projects

TS-2018-NVOTS 658-00049 – Nevada Office of Traffic Safety – Program Management – Motorcycle

Funding Source: 405(f)

Budget: \$33,941

Obligation Spent: \$38,165.68

This project funded motorcycle safety projects to reduce the number of single- and multi-vehicle crashes involving motorcyclists to include: improvements to motorcyclist safety training curricula; outreach programs to enhance driver awareness of motorcyclists and; measures designed to increase the recruitment or retention of motorcyclist safety training instructors. This project also used targeted public education programs (media and outreach) that inform motorists of the need to "Share the Road".

PERFORMANCE MEASURE 8: UNHELMETED MOTORCYCLIST FATALITIES

Related Projects

See projects **TS-2018-NVOTS 658-00040**, **TS-2018-NVOTS 658-00042**, **TS-2018-NVOTS 658-00060**, **TS-2018-NVOTS 658-00059** in Performance Measure 1.

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

Related Projects

TS-2018-NVOTS 658-00051—Nevada Office of Traffic Safety—Program Management- Zero teen Fatalities

Funding Source: NDOT

Budget: \$175,000

Obligation Spent: \$16,892.94

This grant project provided funding for the management and operating costs for the DPS-OTS Zero Teen Fatalities (ZTF) program in the FFY 2018 Highway Safety Plan. This grant provided funding for direct program management and direct costs incurred for the ZTF program by professional and administrative staff that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of projects within all program areas.

TS-2018-NVOTS 658-00017—Nevada Office of Traffic Safety— ‘Zero teen Fatalities’ Program

Funding Source: NDOT

Budget: \$95,000

Obligation Spent: \$89,637.55

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

During FY18 13,357 teens and parents have “Joined the Cause” in the program. With ZtF staff at 120 schools giving presentations to 7,646 teens. Overall program has grown based on schools’ needs and positive reception from school administrations and teachers, parents and teens. In 2018 Zero Teen Fatalities brought Nevada’s D.R.I.V.E. program under its wing to pilot this program’s development statewide. D.R.I.V.E. (Driving Responsibly Includes Vehicle Education). The D.R.I.V.E. Program is a driver’s safety course designed by NHP Troopers to be used in conjunction with NV juvenile courts. The course educates juveniles that have received a traffic citation or have been involved in a vehicle crash using educational videos, pictures and real-life stories shared by the troopers. The program addresses the “7 critical emphasis areas” from the NV Strategic Highway Safety Plan.

TS-2018-Drivers Edge-00113—The Payne Foundation, Inc.—Driver’s Edge Teen Safe Driving Program

Funding Source: NDOT

Budget: \$328,000

Obligation Spent: \$182,089.42

The goal of Driver’s Edge is to turn novice drivers into safe drivers who are focused and are prepared to react properly and in a manner that will not cost lives if an emergency situation arises. The goal is to consistently decrease the number of young driver related (aged 20 and under) fatality motor vehicle collisions each year.

During the grant year Driver’s Edge educated 1,826 young drivers and had a total attendance (students and parents) of 3,656. Driver’s Edge accomplished 76% of their Objective/Activity of educating 2,400 young drivers. The results of other Objectives and Activities are as follows: Total attendance by parents: Even with their shortened grant year, they still exceeded their stated activity (1,440 parents) by 27%. Driver’s Edge had 1,830 parents attend. Total attendance of drivers and parents: Driver’s Edge achieved 95% of their stated objective (3,840 total attendance). Driver’s Edge had a total of 3,656 young drivers and parents attend.

PERFORMANCE MEASURE 10: PEDESTRIAN FATALITIES

Related Projects

TS-2018-UNLV-00100 Vulnerable Road Users Project

Funding Source: NDOT

Budget: \$94,000

Obligation Spent: \$88,071.28

The University of Nevada, Las Vegas's Vulnerable Road Users (VRU) Program works collaboratively with partners from the community, businesses, law enforcement and schools to increase public awareness of traffic safety issues for the non-motorized citizens. The project director works as a subject matter expert in non-motorized traffic safety issues.

The University of Nevada, Las Vegas's Vulnerable Road Users (VRU) Program is a broad response to non-motorized crashes and fatalities. The program conducted six enforcement waves in schools zones. Over 3,000 school aged children were educated on pedestrian and bicycle safety. Over 78 non-motorized offenders were educated in a court-ordered class on traffic safety issues. The project director responded to elected officials requests for education, media requests for information, provided information and education to the health district, school districts, businesses, non-profit organizations and the general public through community events and presentations. The VRU Program works diligently with the cities of Henderson, Las Vegas and Reno on adopting and implementing Vision Zero principles and activities. The city of Reno created two sub-committees and a third is planned to activate when education and marketing is ready to be implemented. The program created and distributed Fact sheets on non-motorized fatalities and crashes for use statewide. Presentations were conducted at Reno, Sparks and Henderson's city councils and at three homeless shelters and AARP, reaching older drivers. Over 1.2 million people were reached through educational social and traditional media messaging. Data analysis from this program is being used to assist communities in creating policies to reduce non-motorized fatalities in the future.

TS-2018-NLVPD-00105 Pedestrian Safety, Awareness and Education Program

Funding Source: 405(h)

Budget: \$90,000

Obligation Spent: \$90,000

Educational Assemblies and Enforcement events went better than expected. Overcoming the initial challenges as far as scheduling, but ultimately exceeded the goal of fifteen schools by conducting 31 presentations at 17 schools. Each assembly was conducted & focused toward kindergarten through second grade; and third through fifth grade. The pedestrian safety awareness education campaign, Stop, Look and Listen, (SLL) is the highlight of the education element for this grant, and consists of uniformed police officers delivering the SLL education to North Las Vegas city's elementary school children, highlighting the importance of automobile & pedestrian safety. As part of the curriculum, students learned a) what a crosswalk is, b) how to use a crosswalk and c) how to Stop before stepping out into the street; Look left, then right, then left again, and to Listen for cars and other sounds such as screeching tires and car horns. Stop, Look and Listen is designed to keep these very young children interested in learning about pedestrian safety by utilizing colorful graphics such as traffic light simulators and by keeping the educational presentation to approximately an hour. It is very evident from feedback received, from both students and faculty, that the presentations were well received and appreciated.

The enforcement component utilized a combination of saturation enforcement patrols & officers crossing at mid-block marked crosswalks. More pedestrians were at fault as compared to motorists with regard to serious injury & fatality crashes. Once again, exceeding the goal of 8 enforcement events, 14 pedestrian enforcement events were conducted, making 1,435 stops, issuing 1,197 citations, and 72 warnings. Resources were utilized to blanket as many elementary schools as possible where a high number of highly visible enforcement stops were made. These enforcement efforts were conducted on dates & times, and at specific locations where children would be walking to/from school. In conjunction with the enforcement efforts, local media was also used to educate drivers to pay attention to their driving behaviors, especially while in and around school zones.

Early in the year there was a spike of fatal and serious injury pedestrian related collision and as a result, the enforcement efforts were refocused to areas of those collisions. It was quickly realized that there is sometimes a tradeoff between compliance from citation issuance to voluntary compliance by both motorists and pedestrians alike due to high visibility saturation efforts. Regardless of the manner in which compliance was gained, it was very evident and the utilization of the different strategies proved beneficial.

TS-2018-RPD-00120 Pedestrian Safety Program

Funding Source: 405(h)

Budget: \$60,000

Obligation Spent: \$56,000

This grant was awarded to conduct specific enforcement events covering Pedestrian Safety in the Reno area. In total, Pedestrian fatalities are down 26% compared to the previous year, exceeding the goal of a 25% reduction. From October 2017 to September 2018 there were fourteen (14), down from nineteen (19) during the same time period the previous year.

TS-2018-REMSA-00018 Rethink Your Step

Funding Source: 405(h)

Budget: \$20,000

Obligation Spent: \$13,320.86

This grant was awarded to educate community members regarding Pedestrian Safety in the Reno/Sparks area. REMSA attended 12 community events that distributed pedestrian safety information. Approximately 2435 were educated about pedestrian safety. The "Clifford Takes a Walk" books, the Brilliant Reflective strips and Pedestrian Safety Tips sheets were handed out during this education. Conversations about the importance of following basic traffic laws, such as being aware, looking both ways before crossing the street, wearing proper attire and paying attention while walking and driving were completed. Events were held indoor and outdoor with booths at these locations. The coordinator partook in 6 meetings of the Vision Zero task force.

TS-2018-NVOTS 658-00031 Program Management – Pedestrian and Distracted Programs

Funding Source: 402

Budget: \$55,746

Obligation Spent: \$46,569.89

This grant project provided funding for the management and operating costs for the DPS-OTS. This grant provided funding for direct program management and direct costs incurred for the pedestrian and distracted Driving program by professional and administrative staff that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of projects within all program areas.

TS-2018-NVOTS 658-00056 Program Management: Pedestrian

Funding Source: 405(h)

Budget: \$46,452

Obligation Spent: \$6,501.22

This grant project provided funding for the management and operating costs for the DPS-OTS. This grant provided funding for direct program management and direct costs incurred for the pedestrian program by professional and administrative staff that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of projects within all program areas.

PERFORMANCE MEASURE 11: TRAFFIC RECORDS

Related Projects

TS-2018-NVOTS 658-00025—Nevada Office of Traffic Safety—Program Management-Temps, Traffic Records

Funding Source: 405(c)

Budget: \$69,489

Obligation Spent: \$69,364.48

This grant project provided funding for the management and operating costs for the DPS-OTS. This grant provided funding for direct program management and direct costs incurred for the traffic records program by professional and administrative staff that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of projects within all program areas.

TS-2018-NVOTS 658-00030—Nevada Office of Traffic Safety—Program Management, Traffic Records

Funding Source: 402

Budget: \$55,746

Obligation Spent: \$57,861.44

This grant project provided funding for the management and operating costs for the DPS-OTS. This grant provided funding for direct program management and direct costs incurred for the traffic records program by professional and administrative staff that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of projects within all program areas.

TS-2018-NVOTS 658-00043—Nevada Office of Traffic Safety—TRCC e-Citation Advisory Subcommittee

Funding Source: 405(c)

Budget: \$10,000

Obligation Spent: \$2,926.49

The Brazos Working Group assists with coordinating agencies' work on traffic records solutions and to approve the strategic plan developed by the Traffic Records Coordinating Committee to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance databases.

The BWG participation on the phone conferences has increased due to the agendas being sent out ahead of the meetings and more communication being sent out to the group via email by Kim Edwards. The BWG was invited to participate in discussions with Tyler in July to ensure that their agency needs were met. The BWG have been included in discussions regarding Brazos system authority and changes to the Form 5.

TS-2018-NVOTS 658-00044—Nevada Office of Traffic Safety—TR-RMS Interfaces

Funding Source: 405(c)

Budget: \$50,000

Obligation Spent: \$50,000

The goal of this project was to provide funding to law enforcement agencies so that they have an interface between Brazos and their RMS. Elko Police Department and Storey County Sheriff's Office were successfully implemented. There were no direct claims for this grant. The following two LFD grants were funded with the \$50,000: LFD-2018-Elko PD-00005: \$2,320 LFD-2018-SCSO-00003: \$1,205

TS-2018-NVOTS 658-00045—Nevada Office of Traffic Safety—Traffic Records Fixed Deliverables**Funding Source: 405(c)****Budget: \$50,000****Obligation Spent: \$30,153.94**

The goal of this project was to provide funding to law enforcement agencies so that they have the ability to submit their crash and citations electronically to the State. Lovelock and Carlin Police Departments were successfully implemented. There were no direct claims for this grant. The following two LFD grants were funded: LFD-2018-Lovelock PD-00002: \$12,499.94 & LFD-2018-CPD-00007: \$14,129.00

TS-2018-NVOTS 658-00046—Nevada Office of Traffic Safety—NCATS (Nevada Citation & Accident Tracking System) MSA**Funding Source: NDOT****Budget: \$250,000****Obligation Spent: \$29,080.75**

The contract with Brazos Technology primarily addresses improving front end data collection and importation of data into the NCATS repository. It includes crash and citation data collection software on portable electronic devices used by field officers, a web based system for entering and editing reports, and importation of crash and citation data into NCATS. Reporting capabilities are also present on the website for agencies to do some analysis of crash and citation data. The Brazos Technology software is available to any participating agency at no cost in exchange for providing their crash and citation data to NCATS. In addition to the Brazos Technology contract, DPS and NDOT are partnering to contract with and MSA Information Technology vendor. This vendor will analyze the current NCATS system, provide consultation on improvements and developing the improvement upon approval by NDOT and DPS. This will include automating importation of data from Brazos and other law enforcement agencies' vendors, and automation of exportation to NDOT and other back-end users.

TS-2018-NVOTS 658-00055—Nevada Office of Traffic Safety—TRCC Consulting Services**Funding Source: 405(c)****Budget: \$100,000****Obligation Spent: \$51,549.88**

Kimley-Horn coordinated the TRCC and other Task Force meetings, provided meeting notes, and action items. They were responsible for the development of the statewide Traffic Records program area of the Highway Safety Plan (HSP), oversight of grant development with State and local agencies, and monitoring and evaluation of Traffic Records grant programs statewide.

TS-2018- UNSOM-00080—University of Nevada School of Medicine—Risk Taking Behaviors and Vehicular Crashes: Data-Driven Identification of Behaviors and Intervention**Funding Source: NDOT****Budget: \$222,001****Obligation Spent: \$168,887.63**

The goal of the project is to share, distribute and collect accurate statistical analysis reports and data that will guide data-driven injury prevention activities.

UNLVSOM successfully linked 2016 crash-trauma data to include in their master database (which extends from 2005-2016). The database is broken down by road-user type: motor vehicle, motorcycle, moped/scooter, ATV, bicycle, and pedestrian. De-identified crash (NDOT) and trauma data exist as standalone longitudinal databases for additional potential analyses. Trauma data for all four Nevada trauma centers extends from years 2005-2016, while the NDOT crash standalone data extends from 2014-2016. Evaluation data continues to be collected for pre and post-surveys for the Court-Ordered Pedestrian Safety Class. UNLVSOM maintains a running database

for survey responses, which is currently updated to over 500 records. They have been accepted to the 2018 American Public Health Association meeting to present on the development of this project, as well as preliminary demographic data analyses. They plan to move forward with an IRB submission for a retrospective analysis of these surveys for future publication.

TS-2018-St of NV EMS-00082-NV EMS Database**Funding Source: NDOT****Budget: \$250,000****Obligation Spent: \$0.00**

Data analysis that can be obtained from the upgraded system will provide valuable information relating to traffic incidents that involves motorcycles, bicyclists and other pedestrian involved incidents. Based on the demographic information that can be extracted from the data, these incidents can also be narrowed down by age-related incidents for young and elderly drivers. All of these reports will be beneficial for use in the development of material relating to the improvement of traffic safety. This project was moved to FFY19, no claims were submitted.

TS-2018-NVOTS 658-00126 NCATS-TYLER CONTRACT**Funding Source: NDOT****Budget: \$1,000,000****Obligation Spent: \$977,111.36**

The goal of the project is to increase the number of agencies submitting crash and citation data via the Brazos Technology application, automate the importation of crash and citation data from non-Brazos agencies, and improve integration between DPS and NDOT NCATS repositories.

OTS and Traffic Records Coordinator continued facilitation of the TRCC and TREC for implementation of the new Brazos Technology software contract, cooperation with non-Brazos agencies regarding automation of database integration. The TRCC continued to work toward accomplishing key objectives in the Traffic Records Strategic Plan, meeting quarterly. OTS Traffic Records (Coordinator) Program Manager continued to administer the Brazos Technology contract by assuring adherence to the contract and state regulatory procedures (NAC and NRS), including monitoring of issues and deliverables. OTS Traffic Records (Coordinator) Program Manager partnered with NDOT IT staff to administer MSA contract for improvement of NCATS program.

PERFORMANCE MEASURE 12: CHILD PASSENGER SAFETY

Related Projects

TS-2018-NVOTS 658-00048 – Nevada Office of Traffic Safety – CPS Training

Funding Source: CPASS & 405(b)

Budget: \$21,930

Federal Obligation Spent: \$6,188.02

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

During the grant period, there were two Child Passenger Safety technician trainings held. Funds were used to pay for one instructor in both of these trainings. A total of 15 students attended the trainings. All fifteen received certification. Funds were used to pay the registration fees for six Child Passenger Safety Technician student and re-certification fees for two Child Passenger Safety Technician students. Funds also provided 36 infant carrier car seats, 65 convertible car seats, four All-in-One car seats, 20 no back booster seats and 31 high back booster seats. These car seats were distributed to the Ron Wood Family Resource Center, Irene Benn Health Clinic, Pershing County Sheriff’s Office, West Wendover Police Department, Carson City Sheriff’s Office, Humboldt General Hospital, Newe Medical Clinic and the Mason Valley Fire District. Funds were used to purchase a 14’ utility trailer to be used for Child Passenger Safety technician training classes. The trailer was outfitted with 28 training seats and supplies needed to conduct class.

TS-2018-REMSA-00115 – Regional Emergency Medical Services Authority - REMSA Point of Impact

Funding Source: NDOT & 402

Budget: \$40,000

Federal Obligation Spent: \$8,217.69

During the grant cycle, the grantee provided 11 community-based car seat checkpoint events where 225 seats were inspected. During office appointments, grantee was able to educate families on the installation of 172 seats. Grantee held two CPS Technician training courses and held no CPS recertification training course due to lack of interest by instructors and instructor availability. A technician update session was held on July 28, 2018 with a total of 10 technicians attending. All 10 received their required CEU’s for recertification.

TS-2018-Trauma Services-00106 – Clark County Safe Kids – Tri-Hospital Based Child Passenger Safety Program

Funding Source: NDOT & 402

Budget: \$30,000

Federal Obligation Spent: \$3,606.65

The overall goal of this project was to conduct vehicle restraint system (seat belt and child safety seat) education and child safety seat inspections and installations at Sunrise Children’s Hospital, Southern Hills Hospital and Mountain View Hospital in Clark County. Clark County Safe Kids maintained a child passenger safety seat inspection station at each of the HCA hospitals.

TS-2018-EV Fam-00089 – East Valley Family Services – Child Restraint Safety Program**Funding Source: 405(b)****Budget: \$9,000****Obligation Spent: \$8,817.05**

The overall goal of this project was to conduct vehicle restraint system (seat belt & child safety) education and child safety seat inspections and installations at locations throughout the east and central Las Vegas area as well as Laughlin and Pahrump.

During the grant cycle, the grantee provided 12 educational classes serving 50 families in which the family vehicle safety program curriculum was taught. Conducted community-based car seat checkpoint events where 99 seats were inspected and 60 seats were distributed. Grantee continued their partnership with Sunrise WIC and the Sunrise library and established permanent space in which to install car seats on site and spread awareness twice a month. Grantee also partnered with Sunrise Children’s Hospital for a community-based car seat checkpoint event.

TS-2018-RWFRC-00013 – Ron Woods Family Resource Center –Child Car Seat Safety Program**Funding Source: 405(b)****Budget: \$52,148****Obligation Spent: \$52,128.53**

The overall goal of this project was to conduct vehicle restraint system (seat belt & child safety seat) education and child safety seat inspections and installations in Carson, Lyon, Douglas and Storey counties. Ron Wood Family Resource Center held 26 community-based on-site car seat checkpoint events where 36 seats were distributed and 223 seats were installed. Ron Wood Family Resource Center attended 7 off-site events where 50 seats were distributed, 97 seats were installed and 658 adults were educated on the proper child safety seat installation. Ron Wood Family Resource Center conducted off-site workshops with Advocates to End Domestic Violence and the Division of Child & Family Services to educate participants on proper child safety seat installation. Ron Wood Family Resource Center conducted 20 Family Vehicle Safety Program workshops and educated 20 attendees. Ron Wood Family Resource Center delivered 7,411 event flyers to elementary schools to be included in student’s pee-chees and 4,500 event flyers to 40 agencies in Carson City and Douglas county.

TS-2018-DPS NHP-00102 – DPS-Nevada Highway Patrol – Child Safety Seat Technician**Funding Source: 405(b)****Budget: \$25,320****Obligation Spent: \$8,753.81**

The Child Passenger Safety Technician (CPST) certification course was held during the two NHP specifics academies. During the courses, 17 cadets and one other sworn officer became certified CPS technicians. Child safety seat inspection event was held in conjunction with the certification courses.

At the beginning of the grant cycle, the Nevada Highway Patrol had two academy classes operating at the same time. They attempted to schedule a CPST course at both academies, but with the limited time frame to schedule the courses around already scheduled academy courses and the availability of instructors, no common ground was found to schedule the CPST course at either academy. The Nevada Highway Patrol realized that without having their own instructors, it was next to impossible to coordinate scheduling a class in an academy setting.

TS-2018-CFRC-00109 – Cappalappa Family Resource Center –Car Seat Safety Program**Funding Source: 405(b)****Budget: \$2,606****Obligation Spent: \$0.00**

The overall goal of this project was to conduct vehicle restraint system (seat belt & child safety seat) education and child safety seat inspections and installations at locations throughout Northeast Clark County. During office appointments, grantee was able to conduct 28 child safety seat checks and replaced 14 child safety seats. In the future, grantee anticipates continuation of these services. During this grant period, the sub grantee failed to submit any claims, with minimal work produced.

TS-2018-Mason Fire-00015 – Mason Valley Fire – CPS Tech Training**Funding Source: 405(b)****Budget: \$2,670****Obligation Spent: \$2,670**

The Child Passenger Safety Technician certification course was held at the Yerington/Mason Valley Fire Protection District from May 1 – 4, 2018. During the course, four members of the fire department and two members from Lyon County Human Services became certified CPS technicians. On Saturday, May 5, 2018, a child safety seat inspection event was held in conjunction with the certification course.

During the grant period, Family Vehicle Safety Program (FVSP) classes were offered on a monthly basis as well as individual child safety seat appointments. This project resulted in 22 vehicles and 28 child safety seats inspected and 25 adults educated on child passenger safety. A total of 20 child passenger safety seats were given out and the grantee collected \$183.00 which will be reinvested in the program to fund further child passenger safety seat purchases.

TS-2018-Lyon Co Human-00110 – Lyon County Human Services – CPS**Funding Source: 405(b)****Budget: \$1,950****Obligation Spent: \$1,950**

The Child Passenger Safety Technician certification course was held at the Yerington/Mason Valley Fire Protection District from May 1 – 4, 2018. During the course, five staff from Lyon County Human Services became certified CPS technicians. On Saturday, May 5, 2018, a child safety seat inspection event was held in conjunction with the certification course.

Certified staff has been able to provide education and child safety seat inspections and installation at locations throughout Lyon County, including Lyon County Human Services offices by appointment. Staff continues to educate the community on the child passenger safety program through community coalition meetings, local providers, community stakeholders and social media.

Lyon County Human Services held a very successful first check event on September 19, 2018 in Silver Springs, Nevada. It was challenging to identify training opportunities for staff which led to a delay in the implementation of this project. Once staff became certified, staff saw an increase in interest from families to gain education on proper installation of child safety seats in vehicles.

PERFORMANCE MEASURE 13: BICYCLE SAFETY

Related Projects

See projects **TS-2018-NVOTS 658-00040**, **TS-2018-NVOTS 658-00042**, **TS-2018-NVOTS 658-00060**, **TS-2018-NVOTS 658-00059** in Performance Measure 1 and **TS-2018-UNLV-00100** in Performance Measure 10.

PERFORMANCE MEASURE 14: Distracted Driving

Related Projects

See projects **TS-2018-NVOTS 658-00050, TS-2018-NVOTS 658-00040, TS-2018-NVOTS 658-00042, TS-2018-NVOTS 658-00060, TS-2018-NVOTS 658-00059** in Performance Measure 1.

PROJECTS NOT IMPLEMENTED

TS-2018-SPD-00070 – Sparks Police Department – Major Accident Investigation Team

After several meetings with Sparks PD it was determined this grant should be canceled and allow NHP to submit a grant that includes spots for Sparks PD. The goals outlined in the original grant were accomplished for Sparks PD. The grant administration was handled by NHP.

TS-2018-NBA-00087 – Nevada Broadcasters Association – Non-Commercial Sustaining Announcements

The Nevada Broadcasters Association continues to be a valuable partner in traffic safety education. After several conversations during the grant period, it was mutually agreed to suspend this agreement to refocus efforts on the Zero Fatalities program through the Nevada Department of Public Safety's media vendor.

TS-2018-CCSD 00072 – Clark County School District – Child Passenger Safety Outreach

The District's recent budget shortfall of nearly \$80 million had wide-reaching effects on their operations, with the Police Department being hit especially hard. Given the organizational impact, they regrettably did not have the personnel resources necessary to thoroughly and successfully accomplish the goals outlined in the original grant. At the time, all available resources were needed to serve the department's primary focus of keeping their school communities safe.

TS-2018-NVOTS 658-00058—Nevada Office of Traffic Safety—Impaired Driving Assessment

Funding was requested for the Impaired Driving Assessment project with the intention of having the National Highway Traffic Safety Administration (NHTSA) facilitate a program assessment on the Office of Traffic Safety's (OTS) Impaired Driving Program in FFY2018. The OTS had an Occupant Protection program assessment in FFY2018 and was required to create and implement regulations and policies in relation to the new ignition interlock law which became effective October 1, 2018. Due to these two major projects, OTS requested the Impaired Driving Assessment by NHTSA be delayed and this project cancelled for the FFY2018 year. NHTSA approved this cancellation of the project.

TS-2018-CC District Court-00069—Carson City District Court— Carson City Sober 24

During the agreement, the Carson City District Court regrettably did not have the personnel resources necessary to thoroughly and successfully accomplish the goals outlined in the original grant.

PAID MEDIA AND PUBLIC RELATIONS

Coordination

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

Elements

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

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

The brand promoted these messages across the following channels:

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

Campaigns

In FFY 2018, OTS ran 5 media campaigns, which included both paid and earned media components. The planning strategy for the year was to reduce the number of campaigns from previous years in order to avoid promoting too many messages at once.

Updates & Results

Overall, from October 2017 – September 2018, the OTS Zero Fatalities-branded campaigns delivered over 194 million impressions. The most recent Zero Fatalities public opinion survey (2017) shows that 65 percent of Nevadans have heard of the program, which is up from 60 percent in 2014.