

## U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	NEVADA - Highway Safety Plan - FY 2019
State Office	Nevada Office of Traffic Safety
Application Status	Submitted

## Highway Safety Plan

## 1 Summary information

## APPLICATION INFORMATION

Highway Safety Plan Name:	NEVADA - Highway Safety Plan - FY 2019
Application Version:	2.0

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	Yes
S. 405(d) 24-7 Sobriety Programs:	Yes
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

## STATUS INFORMATION

Submitted By:	Amy Davey
Submission On:	6/29/2018 9:21 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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## 2 Highway safety planning process

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

Nevada uses a collaborative process with relevant partners from the 4 E's of traffic safety (Engineering, Education, Enforcement and Emergency Medical Response) and advocates to implement data driven identification of issues, strategies and action steps and relies heavily on the implementation of proven countermeasures and best practices. This data is collected by police officers at the scene of a traffic crash and over the last few years Nevada has funded the integration of crash data with trauma center data to enable further analysis of injury and fatality impacts to society, such as medical costs and reduction of productivity. Information related to crash incidents, vehicles, drivers, and passengers from the crash report is captured and maintained in a state repository housed within NDOT Traffic Safety Engineering in a system called Nevada Citation and Accident Tracking System (NCATS). This database contains all of the related traffic information, including date, time, location, severity, manner of collision, contributing factors, weather, traffic controls, and design features of the road, to name a few.

Vehicle information typically includes year, make, model, and registration of the vehicles involved. Driver and passenger information typically includes age, gender, license status, and injury data. Injury Surveillance Systems (ISS) typically provide data on EMS (pre-hospital), emergency department (ED), hospital admission/discharge, trauma registry and long-term rehabilitation. Roadway information includes roadway location and classification (e.g. interstates, arterials, collectors, etc.), as well as a description of the physical characteristics and uses of the roadway. Currently citation data, which can be used in detecting recidivism for serious traffic offenses earlier in the process (i.e., prior to conviction) and for tracking the behavior of law enforcement agencies and the courts with respect to dismissals and plea bargains, is available to program area managers through direct access to query the Brazos system but is not linked to the crash data yet. The citation, injury and roadway information is currently available and manually being correlated to crash data for analysis. Vehicle and passenger data is currently only available as part of the crash report.

### Traffic Records Coordinating Committee

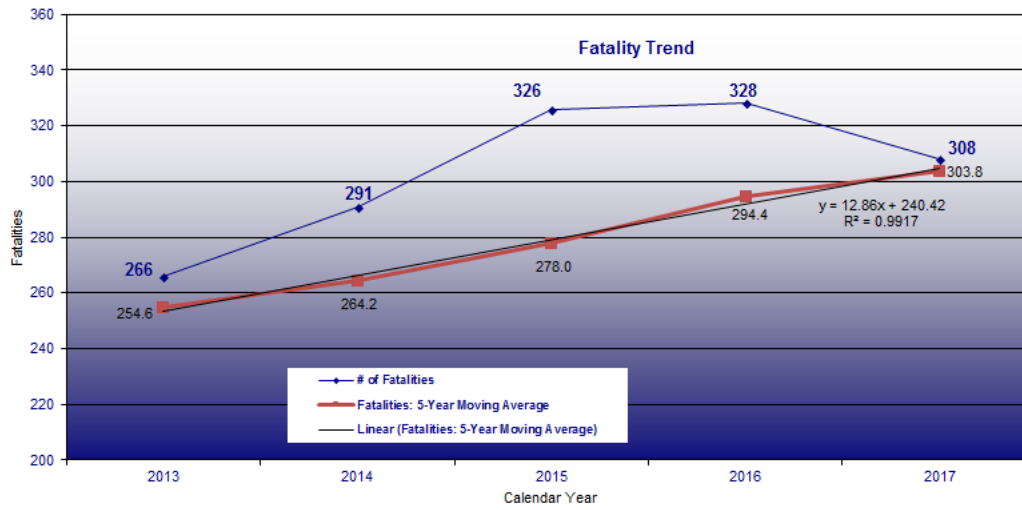
In early 2010, the Nevada Executive Committee on Traffic Safety approved the formation of a SHSP Data Team, which was charged with developing a unified SHSP data message. Activities include recommending crash statistic definitions that are acceptable to all major data generators and users; initiation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

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

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

### Performance Measure Targets

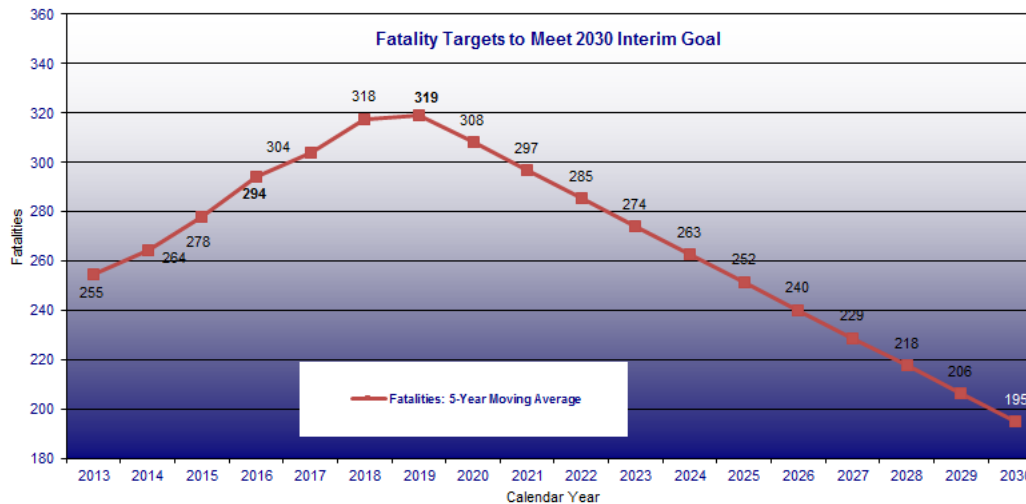
Traffic fatalities through 2017 and additional parameters were evaluated against the 2018 targets to determine if Nevada is meeting, making progress or not met the targets. Targets for 2019 were set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 390.0 fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. The 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of fatalities, the 5 year moving average of fatalities and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# of Fatalities	266	291	326	328	308		
Fatalities: 5-Year Moving Average	254.6	264.2	278.0	294.4	303.8	317.6	330.4

The figure below depicts the five year moving average target for 2019 and the linear reduction to the 2030 Interim Goal.



### Countermeasure Strategies

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

#### Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

A broad range of agencies and organization partners participated in both the planning as well as the implementation process of the SHSP and the HSP through the leadership of the Nevada Executive Committee on Traffic Safety (NECTS). The NECTS includes the following agencies:

- Nevada Department of Transportation
- Nevada Department of Public Safety - Office of Traffic Safety

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

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

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

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

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

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

- Lyft
- Nevada Public Health Association
- RTC of Washoe County/Vision Zero Project
- Reno + Sparks Chamber of Commerce
- Nevada Legislative Transportation Committee Members
- Nevada Center for Advanced Mobility

**Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

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

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

Emphasis Area	2012	2013	2014	2015	2016	TOTAL	AVG	PERCENT
Lane Departures	120	94	99	108	119	540	108	38.9%
Impaired Driving	93	82	81	61	77	394	79	28.4%
Occupant Restraints (did not use)	72	60	88	72	76	368	74	26.5%
Intersections	84	50	62	47	59	302	60	21.8%
Pedestrians	69	70	72	73	80	364	73	26.2%

Motorcycles	38	53	55	43	69	258	52	18.6%
Aggressive/Speeding (Exceeding Speed Limit)	46	40	48	24	65	223	45	16.1%
Older Persons	34	21	22	10	33	120	24	8.7%
Young Drivers (16-20)	34	22	26	10	26	118	24	8.5%
Head-On Collisions	21	26	16	10	19	92	18	6.6%
Aggressive/Speeding (Reckless Driving)	10	17	34	22	25	108	22	7.8%
Heavy Trucks (>26,000)	15	7	6	9	11	48	10	3.5%
Distracted/Fatigued (Inattentive Driver)	6	4	14	1	13	38	8	2.7%
Work Zones	8	9	8	5	9	39	8	2.8%
Distracted/Fatigued (Driver Fell Asleep)	5	0	9	11	9	34	7	2.5%
Bicyclist	3	7	8	10	6	34	7	2.5%
Vehicle and Train Crash	0	0	0	0	0	0	0	0.0%
FARS Fatalities	258	266	291	326	329	1387	277.4	

The current SHSP has seven CEA's:

- Impaired Driving
- Intersections
- Lane Departures
- Motorcycles
- Occupant Protection
- Pedestrians
- Young Drivers.

These emphasis areas cover the top six emphasis areas plus young drivers. Young drivers has the ninth most fatalities, but it was selected as an additional emphasis area in 2017 because it has a high portion of fatalities relative to the number of drivers in that age bracket, because it is an impressionable group with the potential to change their behavior and in recognition of the overall longevity of these drivers on our roadways. In addition, bicycles, older drivers and outreach to minority populations are incorporated into strategies of all emphasis areas. The office of traffic safety staff are involved in all of the emphasis area task forces, with a lead role in behavioral areas.

**Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).**

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

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

- Is the project and supporting data relevant to the applicant's jurisdiction or area of influence?
- Is the problem adequately identified? Is the problem identification supported by accurate and relevant (local) data?
- Is there evidence that this type of project saves lives and reduces serious crashes?

- Are the goals and objectives realistic and achievable?
- Is this project cost effective?
- Is the evaluation plan sound? (Is the performance/progress measurable?)
- Is there a realistic plan for self-sustainability (if applicable)?
- Does it use proven countermeasures (such as those found in the SHSP)?

**Enter list of information and data sources consulted.**

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

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- Nevada Department of Motor Vehicles
- Seat Belt Observation Survey Reports
- University of Nevada Las Vegas – Transportation Research Center (TRC)
- NHTSA and NCSA Traffic Safety Fact Sheets
- Emergency Medical Systems
- State Demographer Reports
- SHSP Fact Sheets
- Media/Communications Results
- University of Nevada Reno School of Medicine— analysis of crash & trauma records from motor vehicle crashes— TREND newsletter

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

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

**Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

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

**3 Performance report**

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress

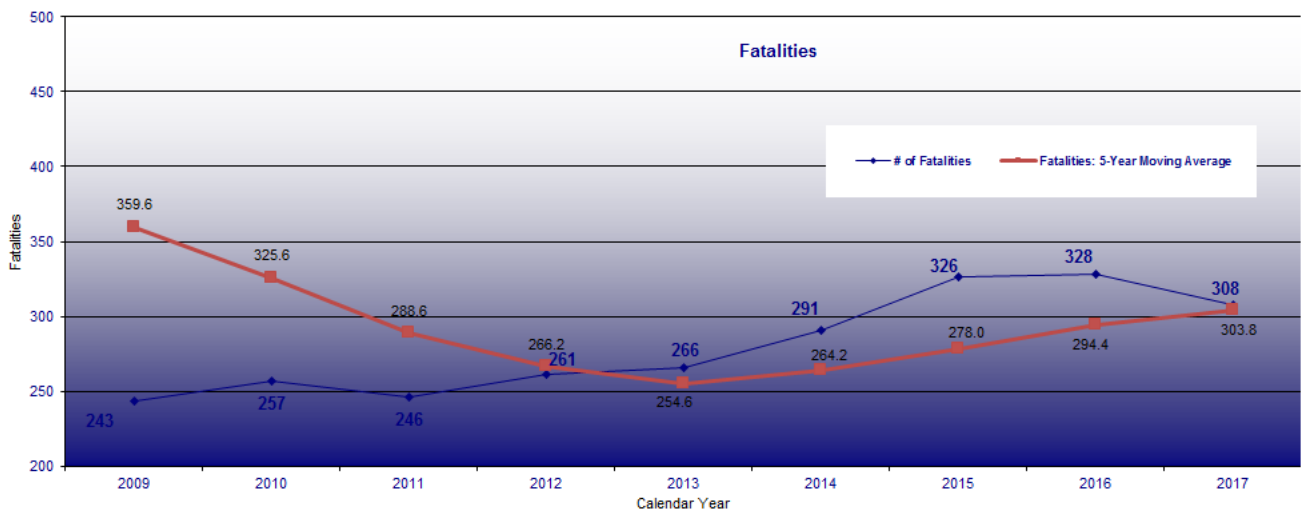
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
Number of traffic fatalities of children age 0-4 (FARS)	In Progress
Traffic Records Performance Measures	In Progress
Number of traffic fatalities reported as distracted driving (State)	In Progress

**C-1) Number of traffic fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Nevada is on track to meet our 2018 performance target for fatalities from the previous fiscal year's HSP of a five-year moving average of 333 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary fatality number for 2017 of 308 is the first year since 2011 that the number has decreased from the previous year. In addition, the 2013 to 2017 five-year moving average is 303.8 and projecting to be 317.6 in 2018, which is well below the 2018 target of 333.

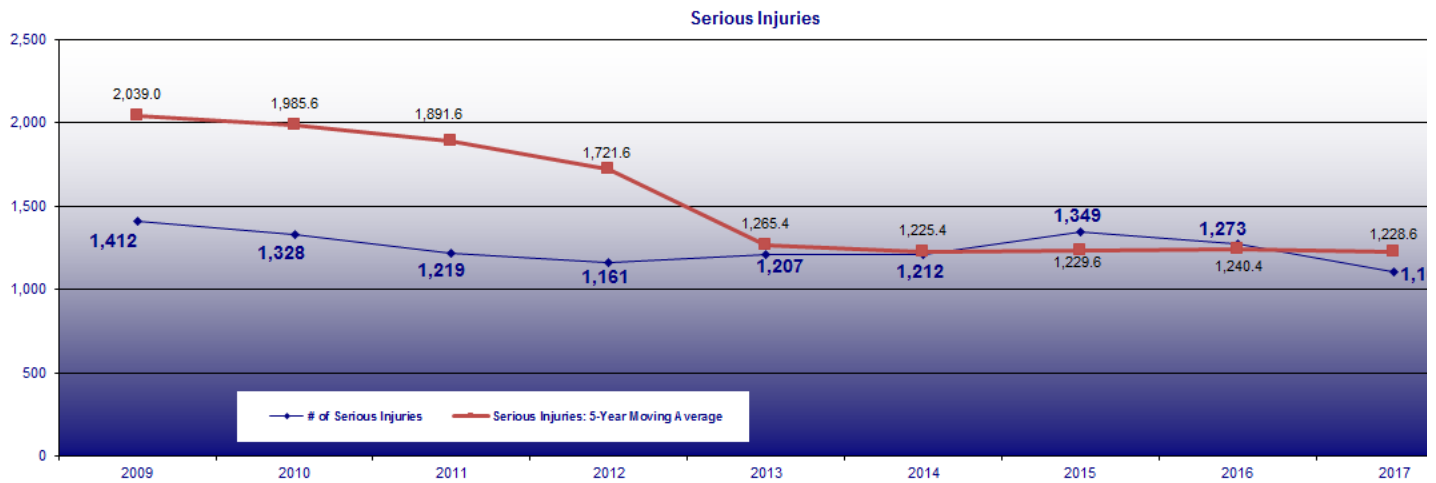


**C-2) Number of serious injuries in traffic crashes (State crash data files)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Nevada is on track to meet our 2018 performance target for serious injuries from the previous fiscal year's HSP of a five-year moving average of 1304 serious injuries for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary fatality number for 2017 of 1,102 is more than a ten percent decrease from 2016 and is the lowest recorded number to date. In addition, the 2013 to 2017 five-year moving average is 1228.6 and projecting to be 1220.3 in 2018, which is well below the 2018 target of 1304.

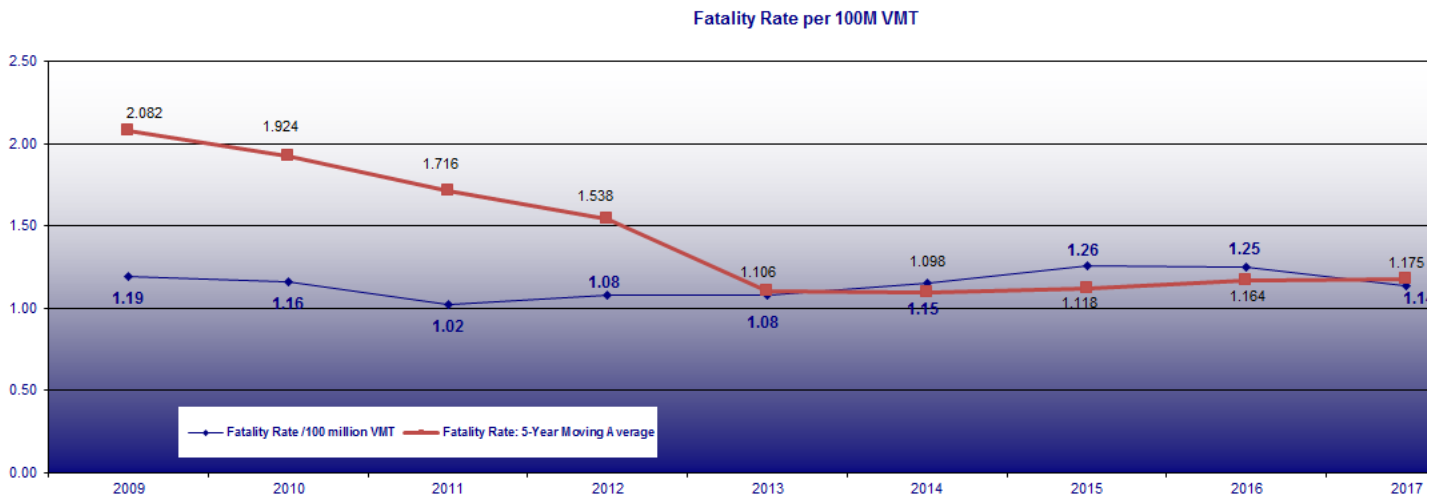


**C-3) Fatalities/VMT (FARS, FHWA)**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet our 2018 performance target for fatality rate from the previous fiscal year's HSP of a five-year moving average fatality rate of 1.25 for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary fatality rate for 2017 of 1.14 is nine percent lower than 2016 and the lowest rate since 2013. In addition, the 2013 to 2017 five-year moving average is 1.175 and projecting to be 1.208 in 2018, which is well below the 2018 target of 1.25.



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

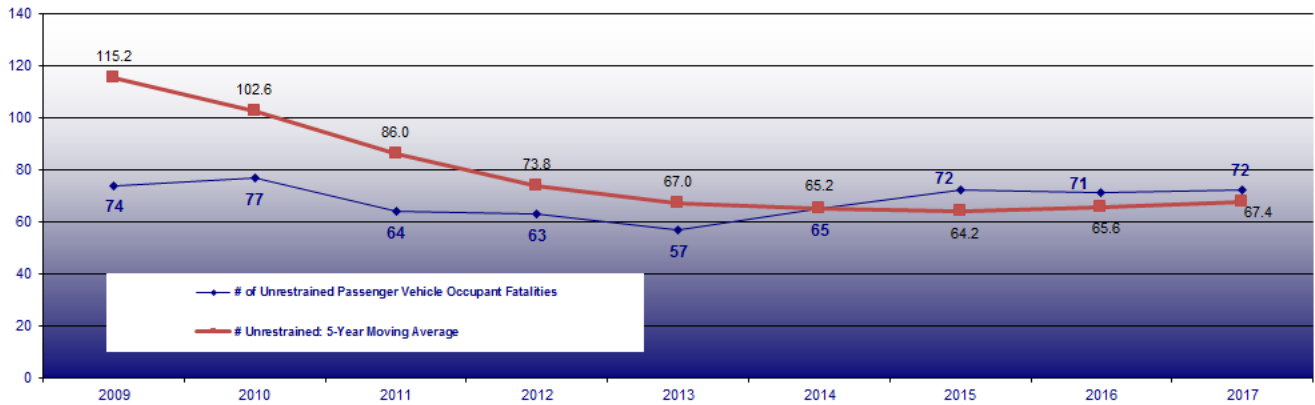
Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet our 2018 performance target for unrestrained fatalities from the previous fiscal year's HSP of a five-year moving average of 76 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary unrestrained fatality number for 2017 of 72 is equal to the number for 2015. The 2013 to 2017 five-year moving average is 67.4 and projecting to be 71.6 in 2018, which is well below the 2018 target of 76.



Unrestrained Passenger Vehicle Occupant Fatalities



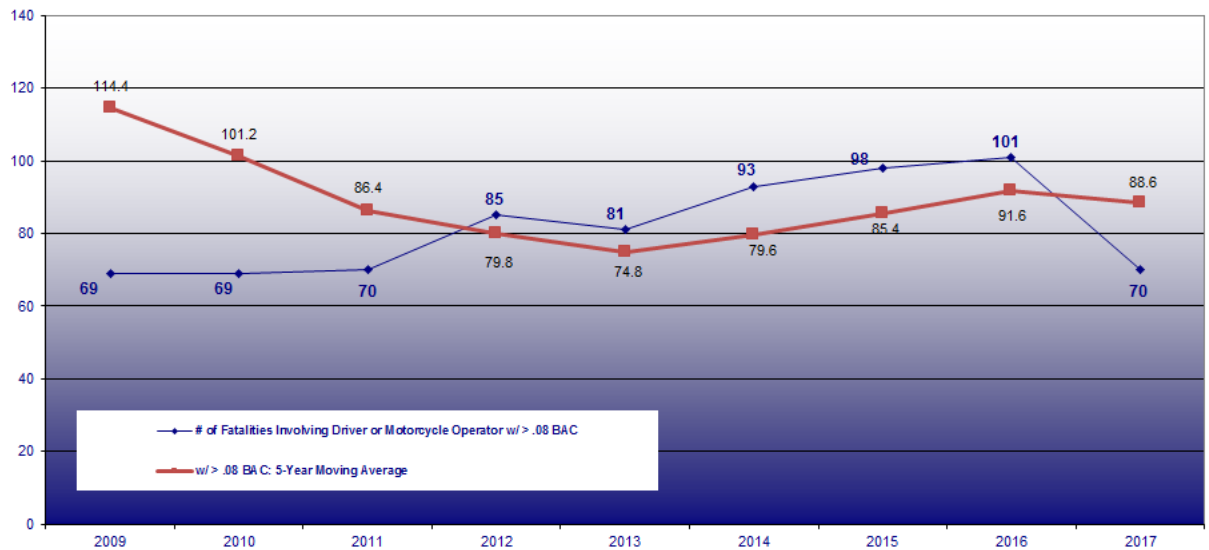
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet our 2018 performance target for alcohol impaired fatalities from the previous fiscal year's HSP of a five-year moving average of 90 alcohol impaired fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary fatality number for 2017 of 70 is a thirty percent reduction from 2016 and is the lowest number since 2011. In addition, the 2013 to 2017 five-year moving average is 88.6, which is below the 2018 target of 90.

Fatalities Involving Driver or Motorcycle Operator w/ > .08 BAC

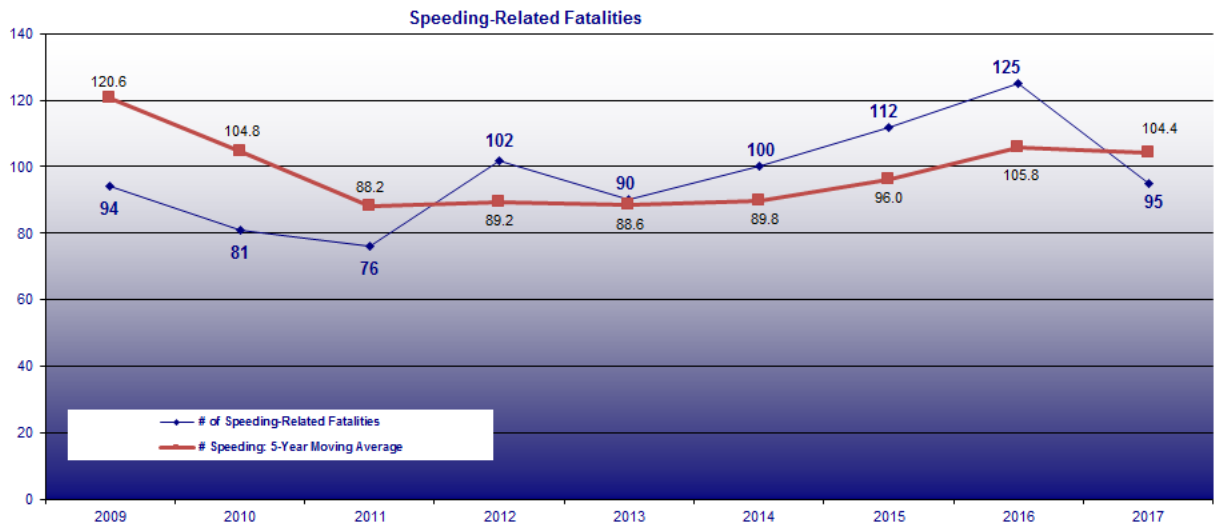


C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet our 2018 performance target for speeding-related fatalities from the previous fiscal year's HSP of a five-year moving average of 123 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary speeding-related fatality number for 2017 of 95 is over twenty percent lower than 2016 and the lowest number since 2013. The 2013 to 2017 five-year moving average is 104.4 and projecting to be 111.2 in 2018, which is well below the 2018 target of 123.

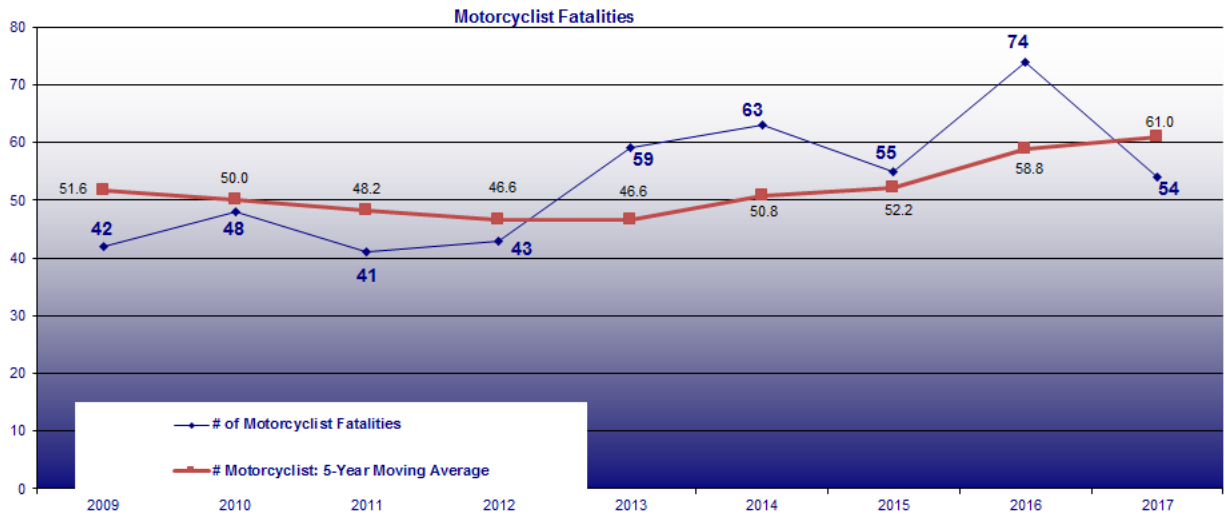


**C-7) Number of motorcyclist fatalities (FARS)**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet our 2018 performance target for motorcyclist fatalities from the previous fiscal year's HSP of a five-year moving average of 69 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary unrestrained fatality number for 2017 of 54 is over twenty percent lower than 2016 and the lowest number since 2012. The 2013 to 2017 five-year moving average is 61.0 and projecting to be 64.9 in 2018, which is well below the 2018 target of 69.



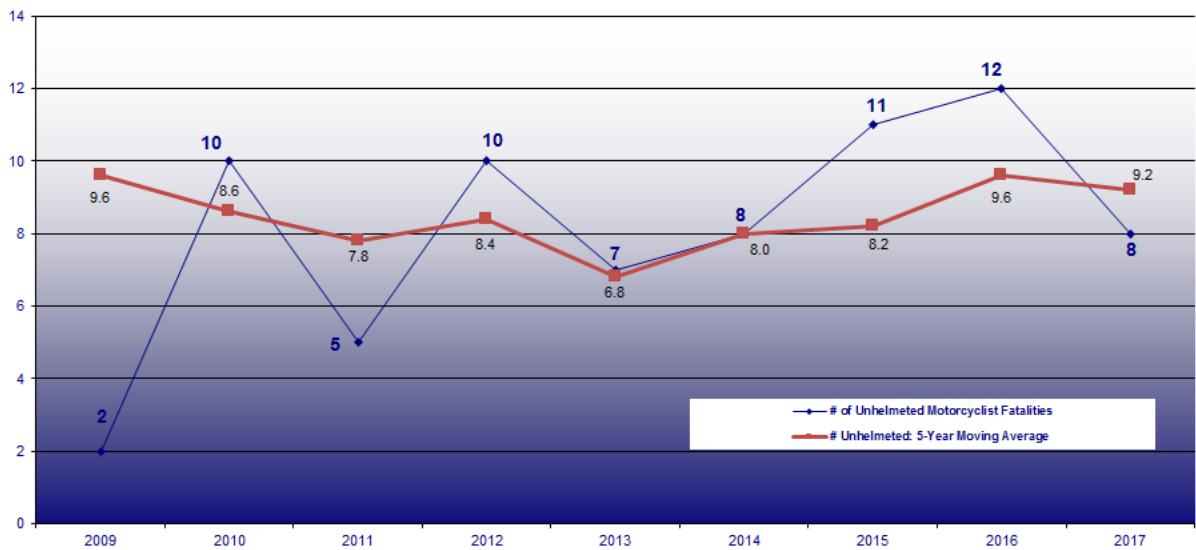
**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet our 2018 performance target for fatalities from the previous fiscal year's HSP of a five-year moving average of 11 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary fatality number for 2017 of 8 is over thirty percent lower than 2016 and the lowest since 2014. The 2013 to 2017 five-year moving average is 9.2 and projecting to be 10.3 in 2018, which is below the 2018 target of 11.

Unhelmeted Motorcyclist Fatalities



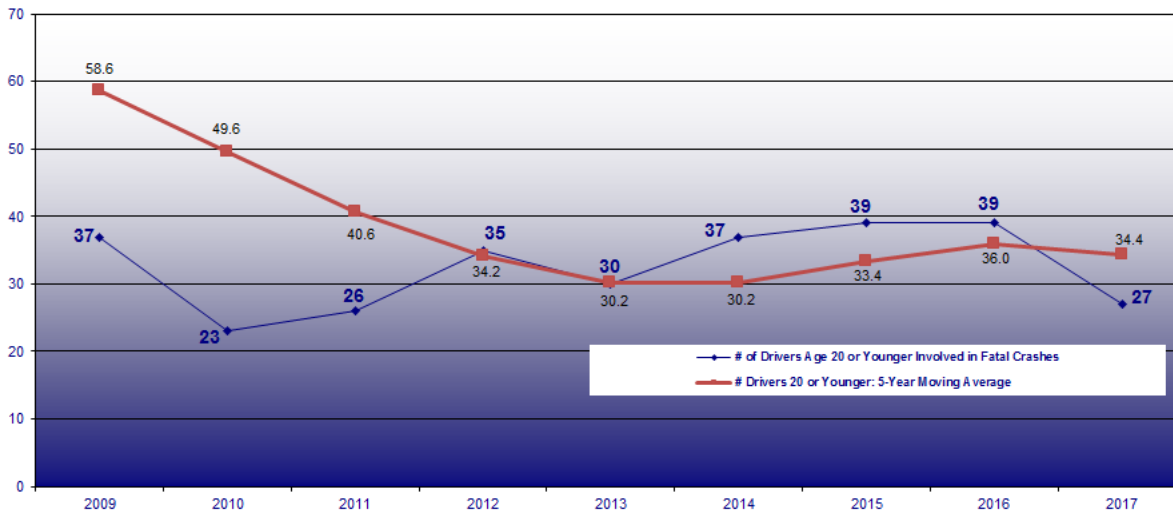
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet our 2018 performance target for young driver fatalities from the previous fiscal year's HSP of a five-year moving average of 40 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary young driver fatality number for 2017 of 27 is thirty percent lower than 2016 and the lowest since 2011. The 2013 to 2017 five-year moving average is 34.4 and projecting to be 37.1 in 2018, which is well below the 2018 target of 40.

# of Drivers Age 20 or Younger Involved in Fatal Crashes

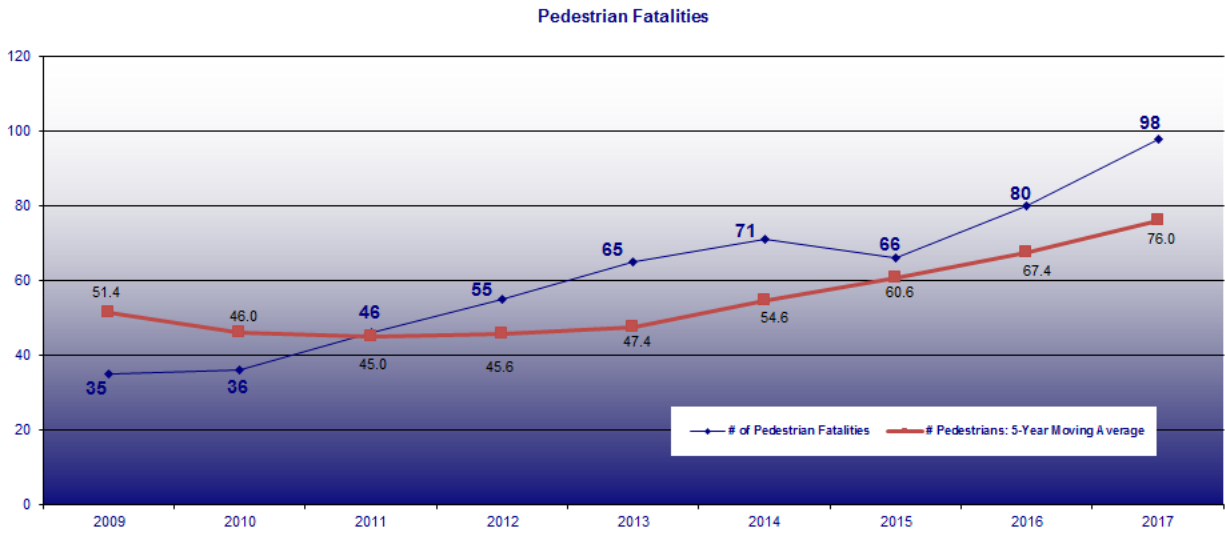


C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is not on track to meet our 2018 performance target for pedestrian fatalities from the previous fiscal year's HSP of a five-year moving average of 77 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary fatality number for 2017 of 98 is over twenty percent higher than 2016 and is the highest on record. The 2013 to 2017 five-year moving average is 76.0 and projecting to be 82.2 in 2018, which is well above the 2018 target of 77.

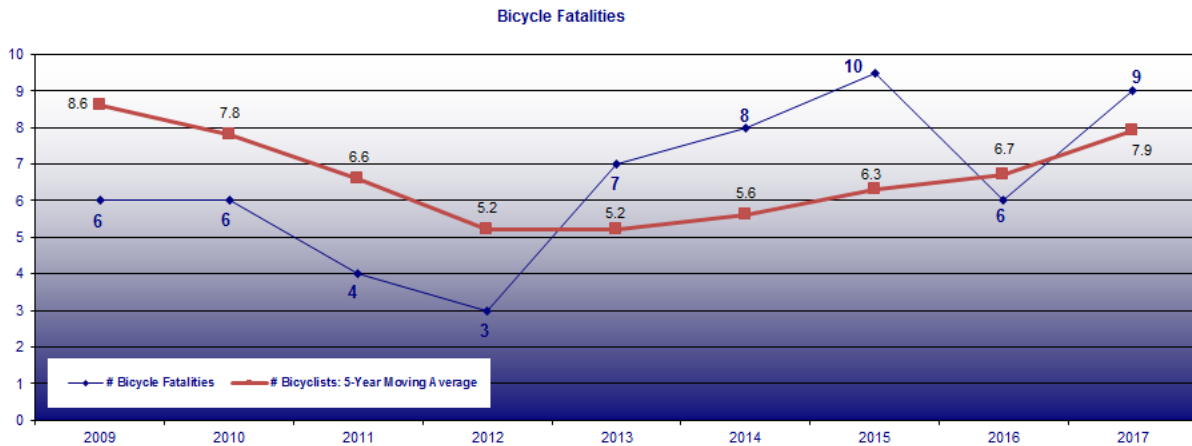


**C-11) Number of bicyclists fatalities (FARS)**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is in range to meet our 2018 performance target for bicyclist fatalities from the previous fiscal year's HSP of a five-year moving average of 8 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary fatality number for 2017 of 9 is an increase of 3 from 2016 and the second highest in the last ten years. The 2013 to 2017 five-year moving average is 7.9 and the 2018 bicyclists fatalities would need to be 7 or less to meet the 2018 target of 8.

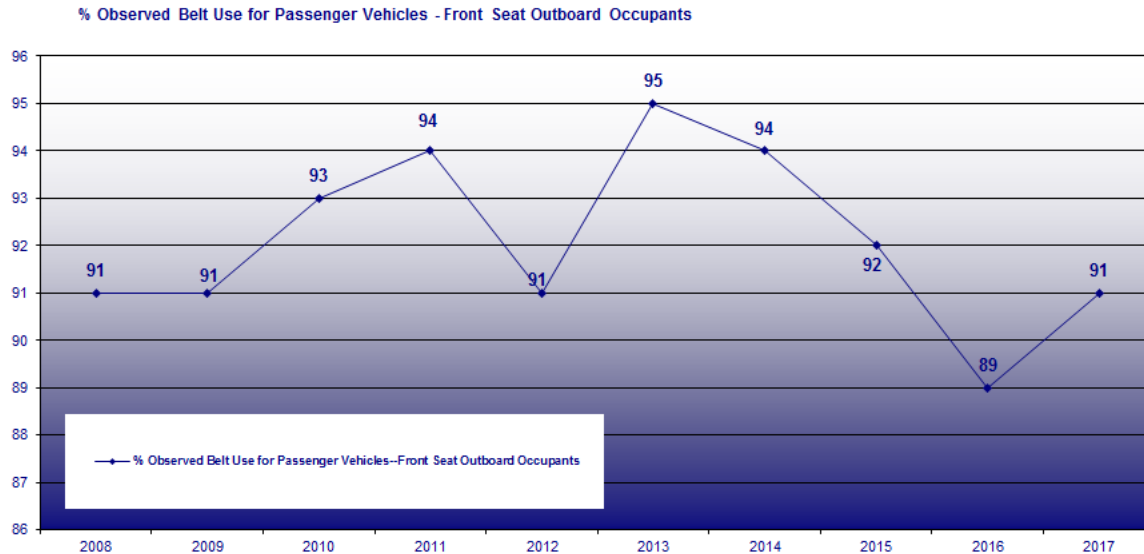


**B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet our 2018 performance target for observed seat belt from the previous fiscal year's HSP of 90% or higher in 2018. As shown in the chart below, Nevada's preliminary fatality number for 2017 of 91 is above the target of 90% and Nevada has been above 90% for each of the last ten years with the exception of 2016.



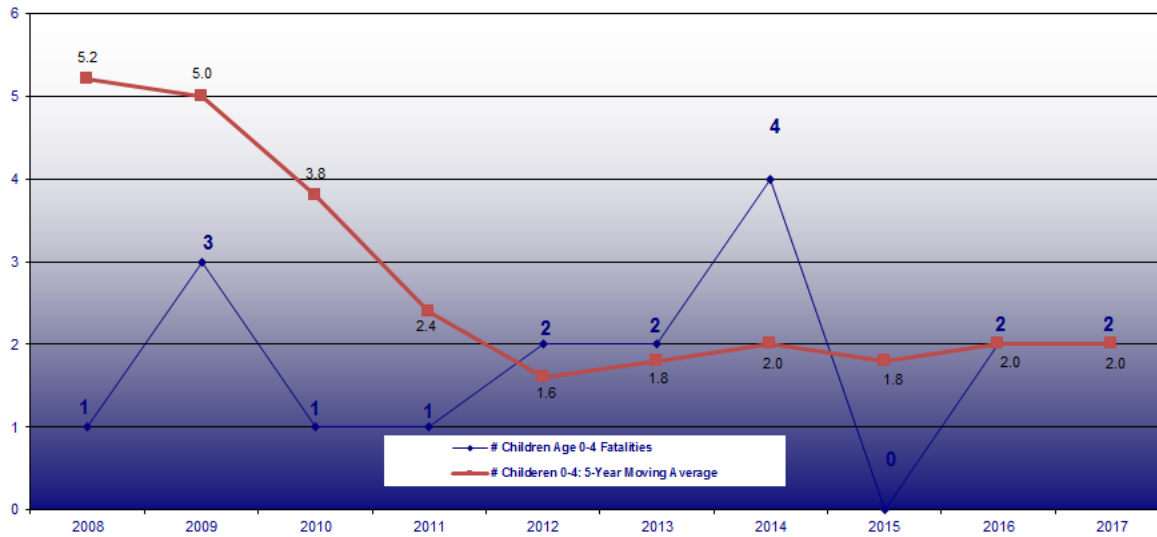
**Number of traffic fatalities of children age 0-4 (FARS)**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

As shown in the chart below, Nevada has had 2 or fewer fatalities of children age 0 - 4 in the last three years after having 4 in 2014. However, the 2018 performance target for children age 0 - 4 fatalities from the previous fiscal year's HSP of a five-year moving average of 1 fatality for the years 2014 to 2018 is not attainable. With such a small number of fatalities, the process for determining the target as part of the 2018 HSP resulted in overly aggressive target that is not attainable even with only having 4 such fatalities over the last three years.

**Children Age 0-4 Fatalities**



**Traffic Records Performance Measures**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Nevada is on track to meet all the 2018 targets and performance measures for traffic records. The following is the list of 2018 targets and performance measures as well as the progress:

1. We will develop a plan to bring missing database custodians to the table by FY2020.
  - Representatives have been confirmed and coordinated with for each of the six primary data components: crash, driver, vehicle, roadway, citation/adjudication and ems/injury surveillance.
2. Query TRCC participants for critical data flow needed between all entities (i.e., DMV and DOT; AOC and OTS, etc.) and open discussions for interaction therein (ongoing, FY2018).

- A survey was sent to all TRCC participants, including all data component representatives regarding the relevant data they had access to and how it could be shared with SHSP partners
- 3. Further our relationship with DMV so as to continue building a unified and cohesive database for all TRCC users by the end of FY2020.
  - Multiple meetings have been held with DMV representatives and coordination for sharing of data is in progress.
- 4. AOC will also be approached again for their involvement in our data-sharing. Should that prove highly difficult we will explore alternative avenues for adjudication outcome questions and have a solution by the end of FY2018.
  - The Assistant Court Administrator at the Nevada Supreme Court has agreed to provide us with cumulative summaries of adjudication of traffic safety violations.
- 5. Add a minimum of five more LEAs by the end of 2018.
  - On track to add 5 LEAs by the end of September.
- 6. Develop, test and implement an iOS cell phone application for electronic crash and citation reporting for at least one Nevada law enforcement agency. This will provide future cost savings by reducing the need to replace hand-held September 30, 2018 citation writers and will provide greater access to the system for rural law enforcement agencies.
  - In progress with the City of Mesquite.
- 7. State EMS under contract with a vendor to develop, build and implement a NEMSIS compliant electronic reporting system.
  - In progress
- 8. Develop, build and implement a NV EMS electronic system compliant with NEMSIS Version 3.3.4 standards.
  - In progress
- 9. Upgrade system to be compliant with NEMSIS Version 3.4 and have at least 30% of agencies using system.
  - All significant system elements have been upgraded to be compliant.
- 10. Upon completion of NV EMS/NEMSIS database implementation, begin correlation EMS data to trauma data.
  - In progress
- 11. Collect crash related trauma data from Nevada's four major trauma centers and clean data through the end of 2015.
  - Complete
- 12. Update Nevada LEA crash report form to new MMUCC standards.
  - Complete
- 13. Initiate transfer of Nevada FARS data electronically to NHTSA.
  - In progress

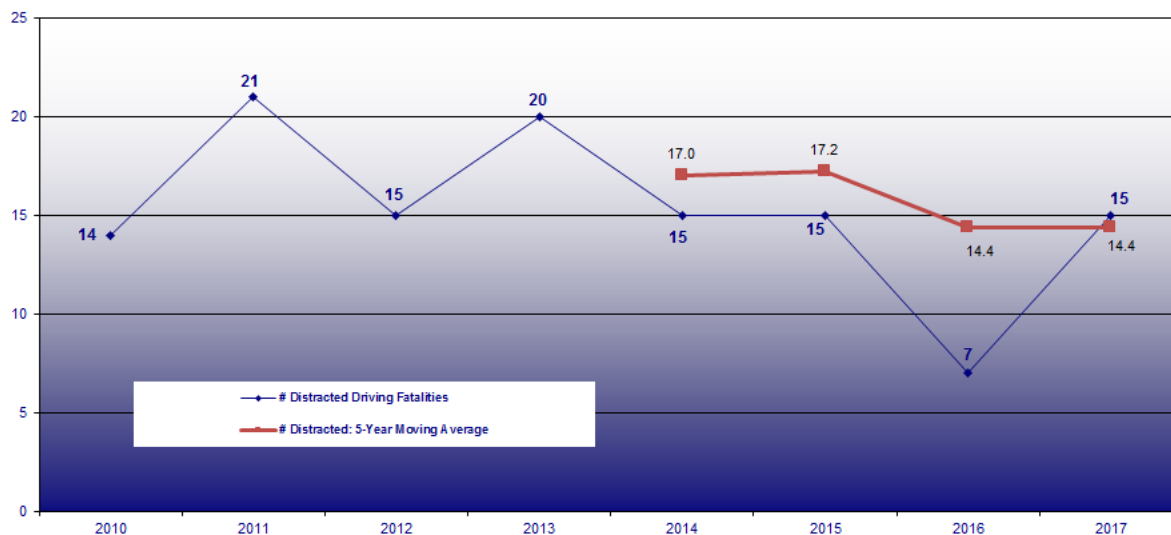
**Number of traffic fatalities reported as distracted driving (State)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Nevada is not on track to meet our 2018 performance target for distracted driving fatalities from the previous fiscal year's HSP of a five-year moving average of 10 fatalities for the years 2014 to 2018. As shown in the chart below, Nevada's preliminary fatality number for 2017 of 15 is equal to 2014 and 2015 but over double the number in 2016. The 2013 to 2017 five-year moving average is 14.4 and projecting to be 13.1 in 2018, which is above the 2018 target of 10.

# of Distracted Driving Fatalities



## 4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	319.2
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	1,186.4
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.209
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	74.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	96.6
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	111.7
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	65.1
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	10.5
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	37.9
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	84.1
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	8.5
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	92.2
A-1) Number of traffic fatalities of children Age 0-4 (FARS)	5 Year	2015	2019	2.1
C-C-1: The percentage of crash records with no missing critical data elements	Annual	2019	2019	90.0
I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	Annual	2019	2019	60.0
A-2) Number of traffic fatalities reported as distracted driving (State)	5 Year	2015	2019	11.0
C-T-1) Traffic Records Crash Timeliness Median Days	Annual	2019	2019	14.0
C-T-2) Percentage crash report entered into database within 30 days after the crash	Annual	2019	2019	90.0

### C-1) Number of traffic fatalities (FARS)

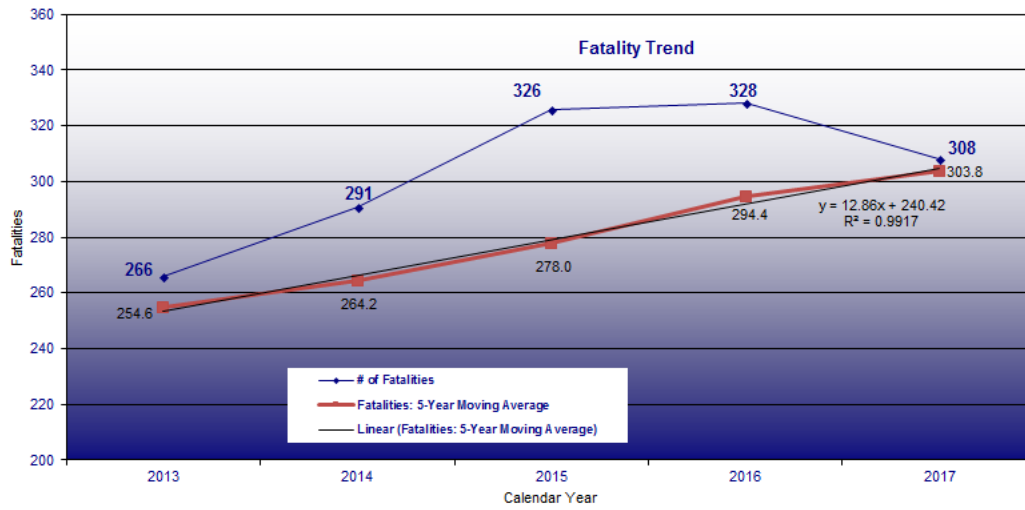
Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 319.2
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

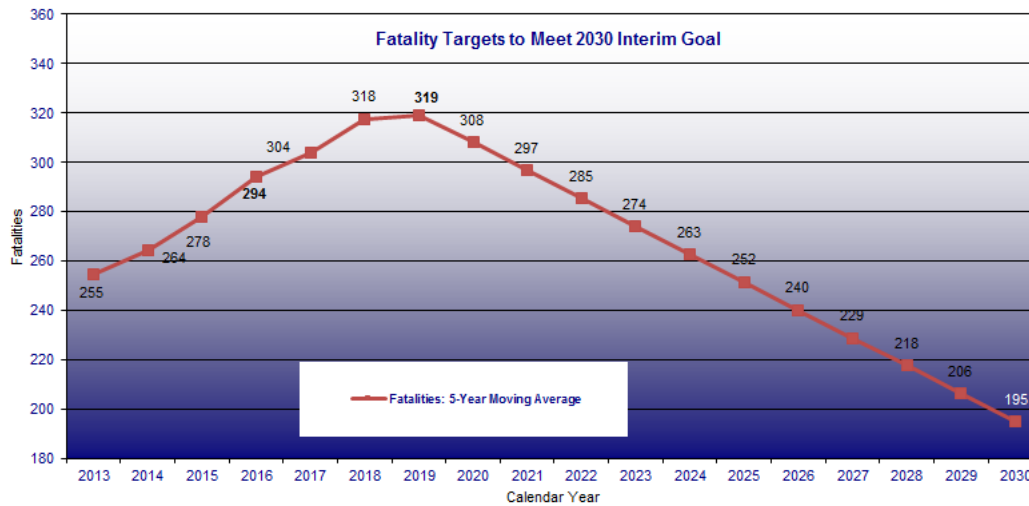
The target of 319.2 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 390.0 fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. The 5 year moving average for the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of fatalities, the 5 year moving average of fatalities and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# of Fatalities	266	291	326	328	308		
Fatalities: 5-Year Moving Average	254.6	264.2	278.0	294.4	303.8	317.6	330.4

The figure below depicts the five year moving average target for 2019 and linear reduction to the 2030 Interim Goal.



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

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



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

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

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

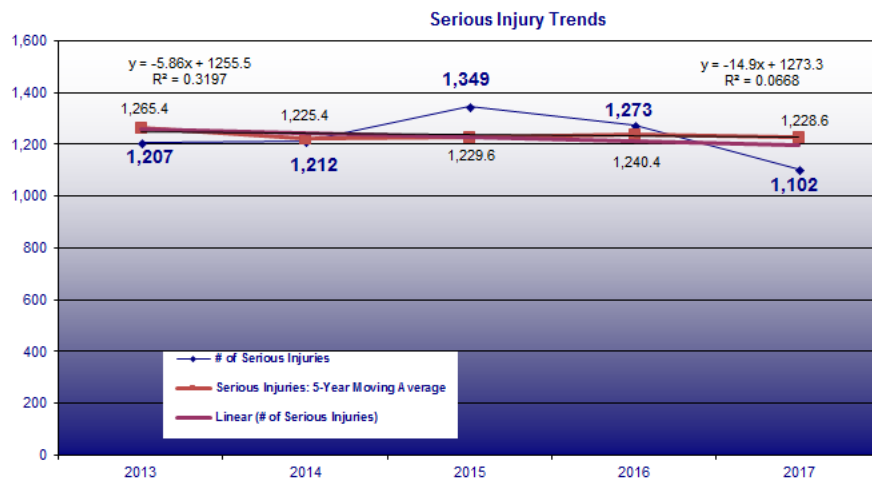
**Is this a traffic records system performance measure?**

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 1,186.4
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The target of 2,186.4 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 2039.0 serious injuries in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of serious injuries and the 5 year moving average were reviewed. The 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of serious injuries, the 5 year moving average of serious injuries and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline					Trenc	
	2013	2014	2015	2016	2017	2018	2019
# of Serious Injuries	1,207	1,212	1,349	1,273	1,102		
Serious Injuries: 5-Year Moving Average	1,265.4	1,225.4	1,229.6	1,240.4	1,228.6	1,220.3	1,214

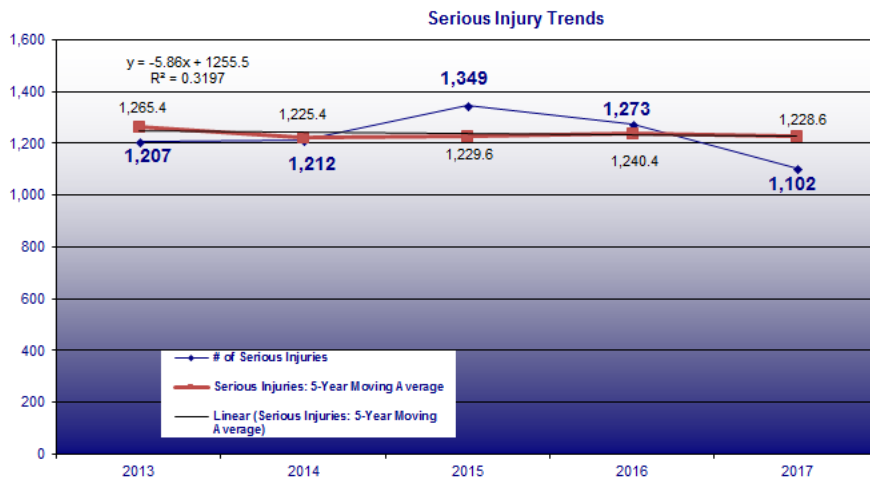
The target was developed by the Office of Traffic Safety in coordination with representatives from the following agencies:

- Nevada Department of Transportation
- Nevada Department of Motor Vehicles
- Nevada Department of Health and Human Services
- Nevada Department of Education
- Nevada Highway Patrol
- Regional Transportation Commission of Southern Nevada
- Regional Transportation Commission of Washoe County
- Carson Area Metropolitan Planning Organization
- Tahoe Metropolitan Planning Organization
- Nevada Association of Counties

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

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

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



**C-3) Fatalities/VMT (FARS, FHWA)**

Is this a traffic records system performance measure?

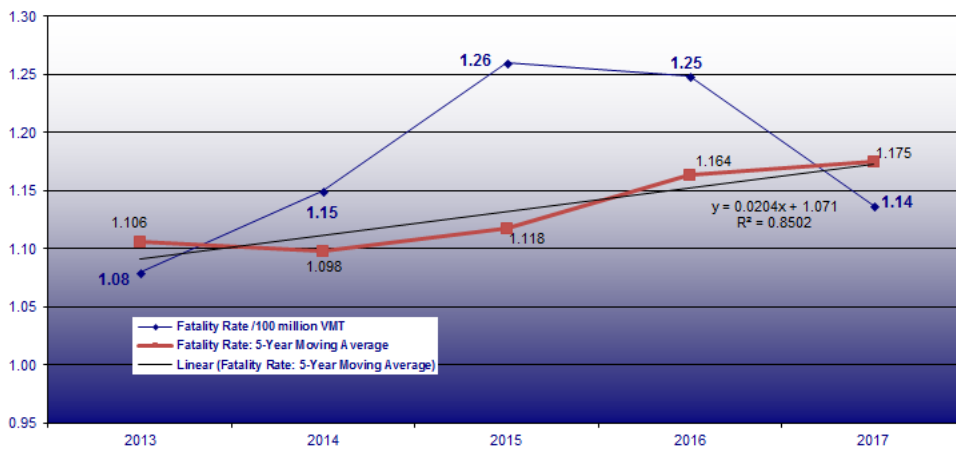
No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 1.209
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The target of 1.209 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of a 1.844 fatality rate in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the fatality rate, the 5 year moving average fatality rate and the trend line.

Fatality Rate per 100M VMT Trend



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline					Trend	
	2013	2014	2015	2016	2017	2018	2019
Fatality Rate /100 million VMT	1.08	1.15	1.26	1.25	1.14		
Fatality Rate: 5-Year Moving Average	1.106	1.098	1.118	1.164	1.175	1.208	1.236

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

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

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

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

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

Is this a traffic records system performance measure?

No

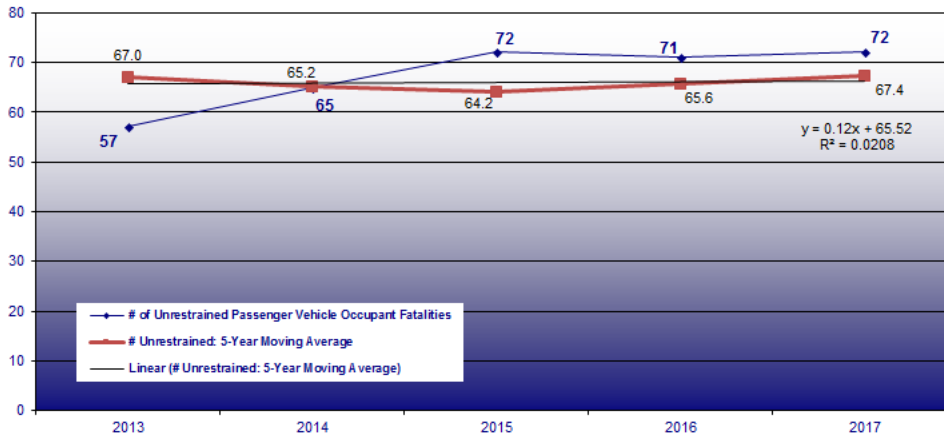
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 74.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target of 74.0 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 125.0 unrestrained passenger vehicle occupant fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As

shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of unrestrained fatalities, the 5 year moving average and the trend line.

**Unrestrained Passenger Vehicle Occupant Fatality Trend**



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline							Trend
	2013	2014	2015	2016	2017	2018	2019	
# of Unrestrained Passenger Vehicle Occupant Fatalities	57	65	72	71	72	78	82	
# Unrestrained: 5-Year Moving Average	67.0	65.2	64.2	65.6	67.4	71.6	75.0	

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

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

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

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

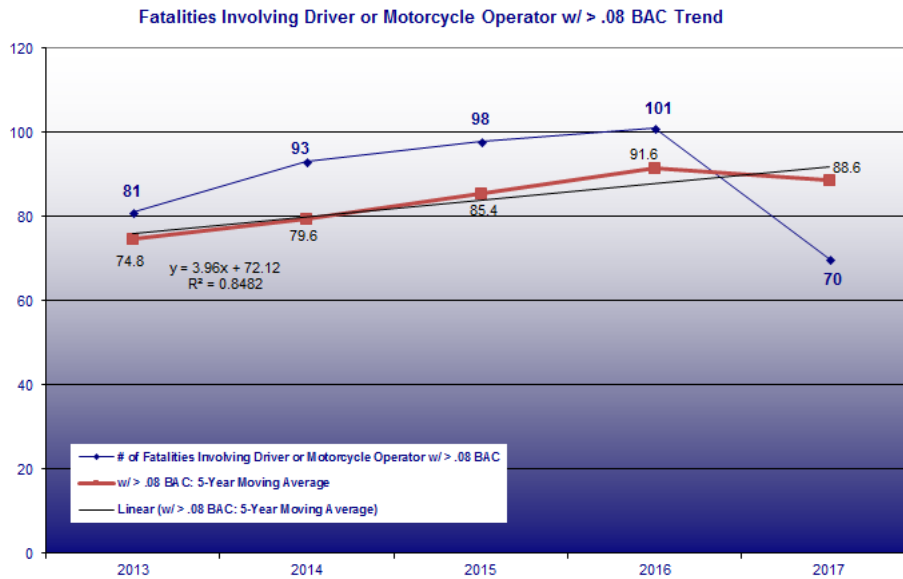
Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 96.6
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target of 96.6 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 123.0 fatalities involving a driver or motorcycle operator with a BAC of .08 or more in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of alcohol impaired fatalities, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# of Fatalities Involving Driver or Motorcycle Operator w/ ≥ .08 BAC	81	93	98	101	70		
w/ > .08 BAC: 5-Year Moving Average	74.8	79.6	85.4	91.6	88.6	95.9	99.8

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

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

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

**C-6) Number of speeding-related fatalities (FARS)**

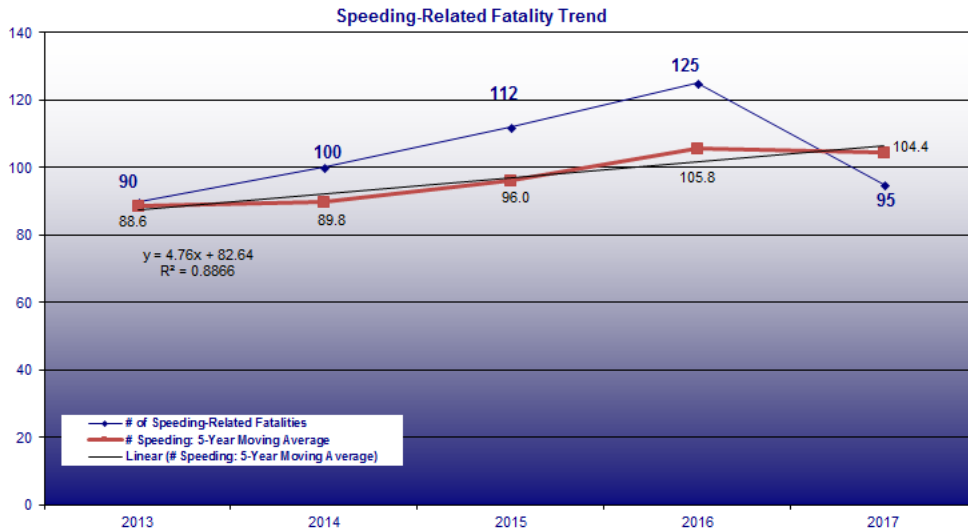
**Is this a traffic records system performance measure?**

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 111.7
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target of 111.7 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 128.8 speeding-related fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of speeding-related fatalities, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend	
	2013	2014	2015	2016	2017	2018	2019	
# of Speeding-Related Fatalities	90	100	112	125	95			
# Speeding: 5-Year Moving Average	88.6	89.8	96.0	105.8	104.4	111.2	116.0	

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

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

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

**C-7) Number of motorcyclist fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

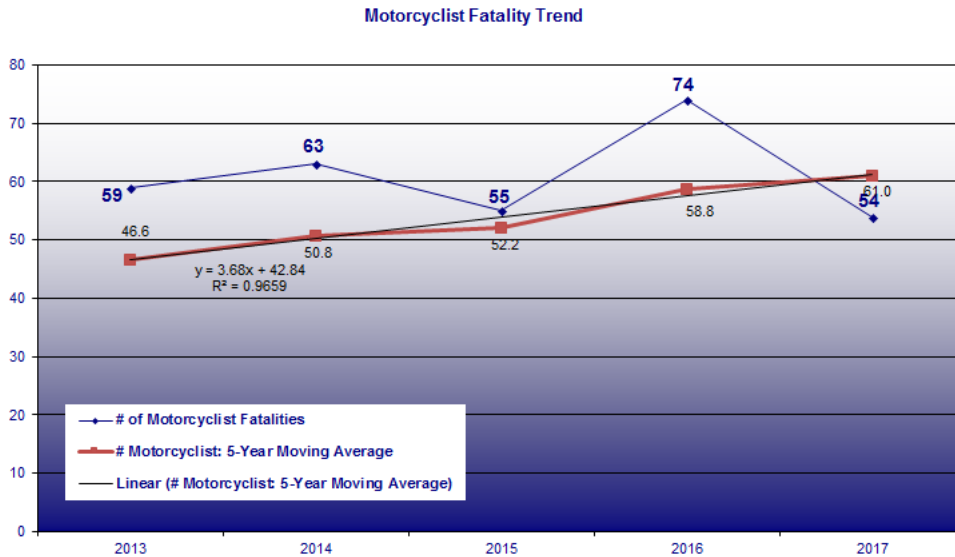
Target Value: 65.1

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target of 65.1 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 53.6 fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of motorcyclist fatalities, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# of Motorcyclist Fatalities	59	63	55	74	54	64.9	68.6
# Motorcyclist: 5-Year Moving Average	46.6	50.8	52.2	58.8	61.0	64.9	68.6

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

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

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

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

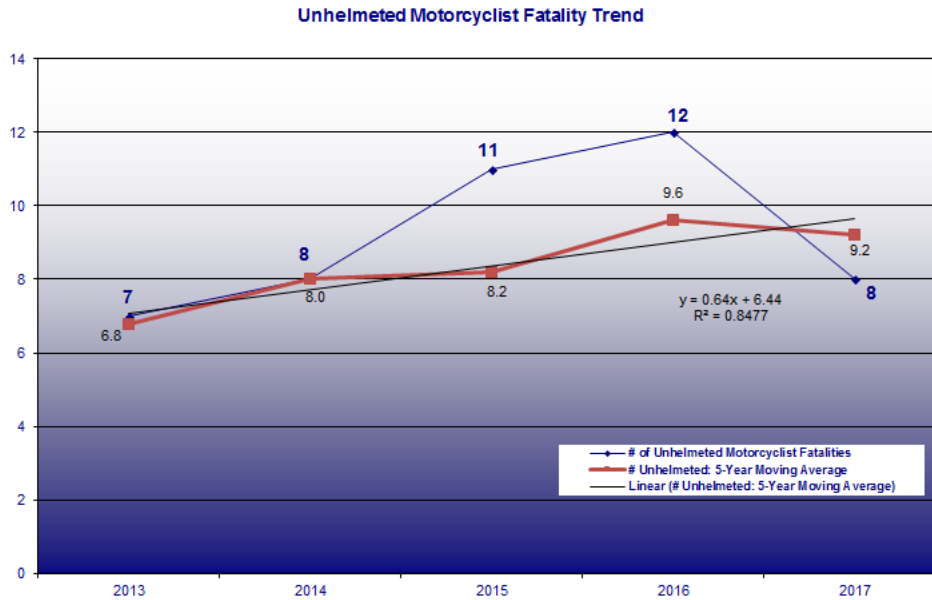
Target Value: 10.5

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target of 10.5 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 11.6 unhelmeted motorcyclist fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of unhelmeted motorcyclist fatalities, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# of Unhelmeted Motorcyclist Fatalities	7	8	11	12	8		
# Unhelmeted: 5-Year Moving Average	6.8	8.0	8.2	9.6	9.2	10.3	10.9

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

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

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

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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

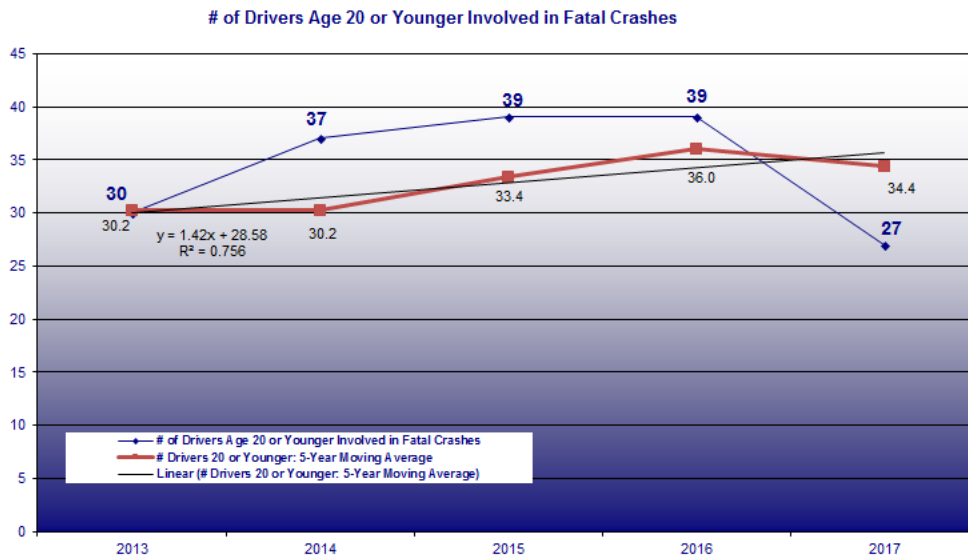
Target Metric Type: Numeric



Target Value: 37.9  
 Target Period: 5 Year  
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target of 37.9 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 62.2 young driver fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of young driver fatalities, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# of Drivers Age 20 or Younger Involved in Fatal Crashes	30	37	39	39	27		
# Drivers 20 or Younger: 5-Year Moving Average	30.2	30.2	33.4	36.0	34.4	37.1	38.5

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

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

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

**C-10) Number of pedestrian fatalities (FARS)**

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

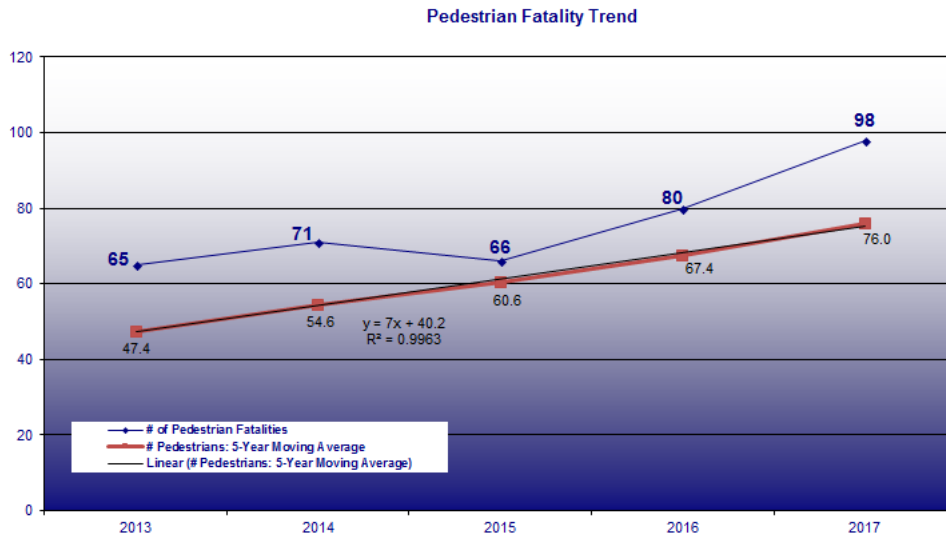
Target Value: 84.1

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The target of 84.1 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 56.4 pedestrian fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of pedestrian fatalities, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# of Pedestrian Fatalities	65	71	66	80	98		
# Pedestrians: 5-Year Moving Average	47.4	54.6	60.6	67.4	76.0	82.2	89.2

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

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

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

**C-11) Number of bicyclists fatalities (FARS)**

**Is this a traffic records system performance measure?**

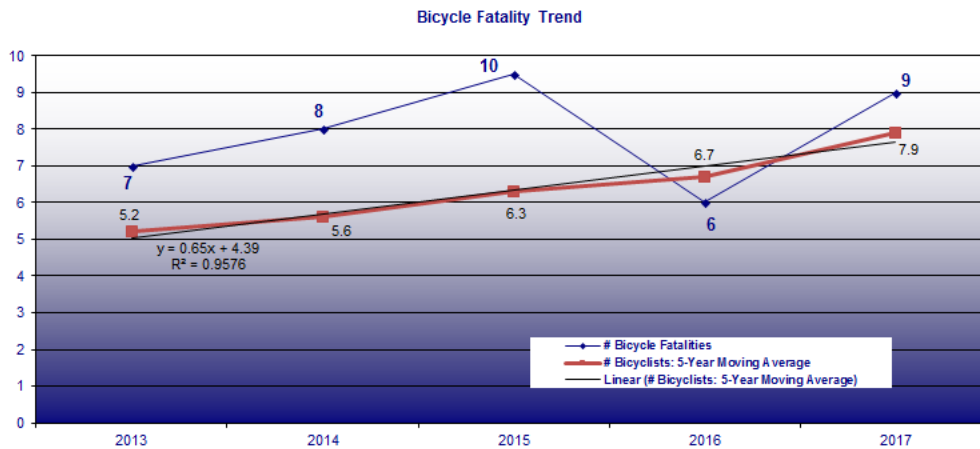
No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric
Target Value: 8.5
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target of 8.5 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 7.4 bicyclist fatalities in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of bicyclist fatalities, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# Bicycle Fatalities	7	8	10	6	9		
# Bicyclists: 5-Year Moving Average	5.2	5.6	6.3	6.7	7.9	8.3	8.9

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

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

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

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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Numeric

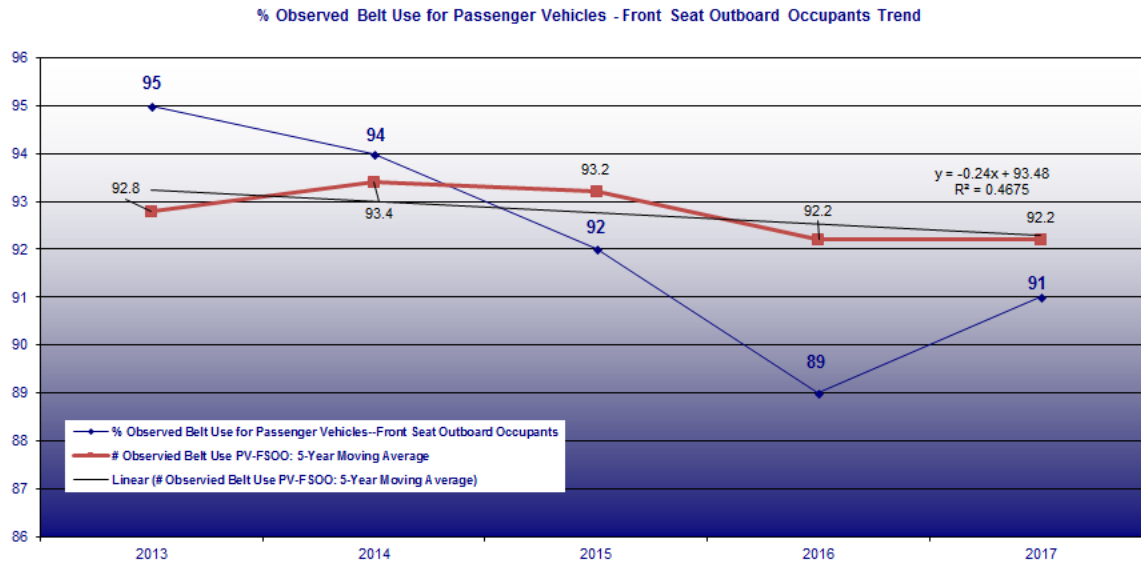
Target Value: 92.2

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The target of 92.2 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 8.8 percent observed non seat belt use (91.2 observed use) in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the observed seat belt use, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
% Observed Belt Use for Passenger Vehicles--Front Seat Outboard Occupants	95	94	92	89	91		
# Observed Belt Use PV-FSOO: 5-Year Moving Average	92.8	93.4	93.2	92.2	92.2	92.0	91.8

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

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

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

**A-1) Number of traffic fatalities of children Age 0-4 (FARS)**

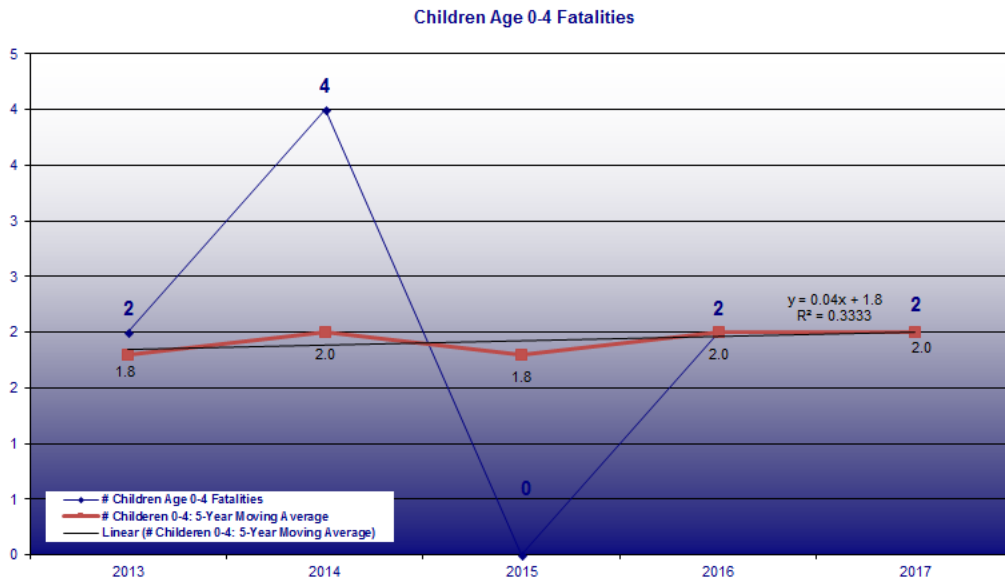
**Is this a traffic records system performance measure?**

No

Number of traffic fatalities of children Age 0-4 9FARS)-2019
Target Metric Type: Numeric
Target Value: 2.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The target of 2.1 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2004 to 2008 5 year moving average of 5.2 fatalities of children age 0 - 4 in half by 2030. The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of fatalities of children age 0 - 4, the 5 year moving average and the trend line.



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline						Trend
	2013	2014	2015	2016	2017	2018	2019
# Children Age 0-4 Fatalities	2	4	0	2	2		
# Children 0-4: 5-Year Moving Average	1.8	2.0	1.8	2.0	2.0	2.0	2.1

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

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

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

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

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

C-C-1: The percentage of crash records with no missing critical data elements-2019
Target Metric Type: Percentage
Target Value: 90.0
Target Period: Annual
Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Nevada is establishing a new target for crash record completeness. This data will begin to be recorded moving forward and an initial target is for 90% of of crash records to not be missing any critical data elements.

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

**Is this a traffic records system performance measure?**

Yes

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

I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file
Target Metric Type: Percentage
Target Value: 60.0
Target Period: Annual
Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Nevada is establishing a new target for trauma file integration. The last three years have had a 49, 50 and 51 percent linkage rate between the trauma file and the crash file.

Based on input from the 2017 Occupant Protection Assessment, staff working on traffic record's grants from the University of Nevada School of Medicine will be meeting with University of Maryland School of Medicine staff on improving the linkage processes. Due to this effort, it is anticipated that the linkage rate will increase to 60% by the end of 2019.

**A-2) Number of traffic fatalities reported as distracted driving (State)**

**Is this a traffic records system performance measure?**

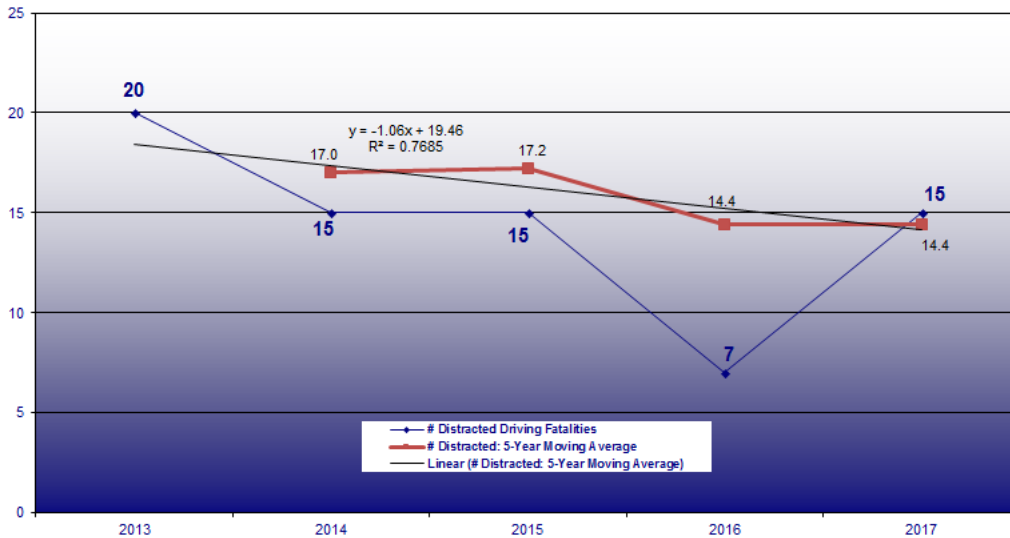
No

Distracted Driving-2019
Target Metric Type: Numeric
Target Value: 11.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The target of 11.7 was set to meet Nevada's Zero Fatalities Interim Goal of reducing the 2010 to 2014 5 year moving average of distracted driving fatalities in half by 2030 (2010 to 2014 was first year a five year moving average was available). The current trend was projected through 2019 and then a reduction from the 2019 projection was calculated for a linear reduction to meet the Interim Goal. The fit (R-squared) of the linear trend line for the four and five year periods through 2017 for both the actual number of fatalities and the 5 year moving average were reviewed. As shown in the figure below, the 5 year moving average for the the five year period 2013 to 2017 had the highest correlation and was used to project the current trend through 2019. The figure below shows the number of distracted driving fatalities, the 5 year moving average and the trend line.

Distracted Driving Fatalities



The following table includes the 2013 to 2017 number of fatalities, 5 year moving average, the projected 2018 and 2019 values and 2019 target.

Crash Data / Trends	Baseline							Trend
	2013	2014	2015	2016	2017	2018	2019	
# Distracted Driving Fatalities	20	15	15	7	15			
# Distracted: 5-Year Moving Average		17.0	17.2	14.4	14.4	13.1	12.0	

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

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

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

C-T-1) Traffic Records Crash Timeliness Median Days

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Timeliness
Core traffic records data system to be impacted:	Crash

C-T-1) Traffic Records Crash Timeliness Median Days-2019
Target Metric Type: Numeric
Target Value: 14.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Nevada has set the 2019 performance measure at 14 for the median number of number of days from the crash date to the date the crash report is entered into the NCATS database. This has been set with up to 7 days provided for the law enforcement agency to approve the crash and transfer it to NDOT and an additional 7 days for NDOT Traffic Safety Engineering to review and clean the data and upload the crashes into NCATS.

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

**Is this a traffic records system performance measure?**

Yes

Primary performance attribute:	Timeliness
Core traffic records data system to be impacted:	Crash

C-T-2) Percentage crash report entered into database within 30 days after the crash-2019
Target Metric Type: Percentage
Target Value: 90.0
Target Period: Annual
Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Nevada has set its 2019 performance target at 90 percent of crash reports entered into the database within 30 days after the crash. The process has been 60, 90 days or longer over the last few years but a significant amount of effort has been focused on improving the electronic transfer of files between law enforcement agencies and NDOT and this process is anticipated to be weekly for a majority of crashes by the end of 2018, which would put Nevada in position to exceed this target in 2019.

<b>State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.</b>	
Check the box if the statement is correct.	Yes
<b>Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.</b>	
<b>A-1) Number of seat belt citations issued during grant-funded enforcement activities*</b>	
Fiscal year	2017
Seat belt citations	1,677
<b>A-2) Number of impaired driving arrests made during grant-funded enforcement activities</b>	
Fiscal year	2017
Impaired driving arrests	972
<b>A-3) Number of speeding citations issued during grant-funded enforcement activities*</b>	
Fiscal year	2017
Speeding citations	29,479

**5 Program areas**

**Program Area Hierarchy**

- 1. Occupant Protection (Adult and Child Passenger Safety)
  - Seat Belt Use Survey



- 2019 Occupant Protection Survey
      - FAST Act 405b OP High
  - Outreach
  - High Visibility Enforcement (OP)
    - OP HVE
      - FAST Act NHTSA 402
  - CPS Training and Installation
    - Occupant Protection & CPS Programs
      - FAST Act 405b OP High
      - Other
      - FAST Act NHTSA 402
      - Other
    - Outreach
      - FAST Act 405b OP High
- 2. Impaired Driving (Drug and Alcohol)
  - Law Enforcement Training
    - DUI/DUID Law Enforcement Training
      - FAST Act 405d Impaired Driving Mid
  - Judicial & Prosecutor Education
    - Judicial & Prosecutor Training
      - FAST Act NHTSA 402
      - FAST Act 405d Impaired Driving Mid
  - Highway Safety Office Program Management
    - OTS Program Management
      - FAST Act NHTSA 402
      - FAST Act 405b OP High
      - FAST Act 405c Data Program
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405h Nonmotorized Safety
      - Other
      - Other
      - Other
      - Other
  - High Visibility Enforcement (Impaired)
    - Ped & Motorist HVE
      - FAST Act NHTSA 402
      - FAST Act 405h Nonmotorized Safety
    - Impaired Driving HVE
      - FAST Act 405d Impaired Driving Mid
  - DWI Courts
    - DUI Specialty Courts
      - FAST Act 405d Impaired Driving Mid
- 3. Communications (Media)
  - Outreach
  - Highway Safety Office Program Management
    - OTS Program Management
      - FAST Act NHTSA 402
      - FAST Act 405b OP High
      - FAST Act 405c Data Program
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405h Nonmotorized Safety
      - Other
      - Other
      - Other
      - Other
  - Communication Campaign
    - Communications
      - FAST Act 405f Motorcycle Programs
      - Other
      - FAST Act 405d Impaired Driving Mid
      - Other
- 4. Non-motorized (Pedestrians and Bicyclist)
  - Highway Safety Office Program Management
    - OTS Program Management
      - FAST Act NHTSA 402
      - FAST Act 405b OP High
      - FAST Act 405c Data Program
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405h Nonmotorized Safety
      - Other
      - Other
      - Other
      - Other

- High Visibility Enforcement (Pedestrian/Bike)
- Comprehensive Vulnerable Road Users Strategies
  - Pedestrian Programs
    - Other
    - FAST Act 405h Nonmotorized Safety
    - FAST Act NHTSA 402

## 5. Young Drivers

- School Programs
  - 2019 Young Driver Programs
    - Other
- Highway Safety Office Program Management
  - OTS Program Management
    - FAST Act NHTSA 402
    - FAST Act 405b OP High
    - FAST Act 405c Data Program
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405h Nonmotorized Safety
    - Other
    - Other
    - Other
    - Other
- Driving Skills Training Program
  - Driver's Edge Driving Skills Training Program
    - Other

## 6. Traffic Records

- Improves timeliness of a core highway safety database
  - 2019 Electronic Crash Reporting System
    - Other
    - FAST Act 405c Data Program
- Improves integration between one or more core highway safety databases
  - Crash Data Integration
    - Other
- Improves completeness of a core highway safety database
  - 2019 Data Quality Projects
    - FAST Act 405c Data Program
- Highway Safety Office Program Management
  - OTS Program Management
    - FAST Act NHTSA 402
    - FAST Act 405b OP High
    - FAST Act 405c Data Program
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405h Nonmotorized Safety
    - Other
    - Other
    - Other
    - Other

## 7. Motorcycle Safety

- Motorcycle Rider Training
  - Motorcycle Training Programs
    - Other
- Highway Safety Office Program Management
  - OTS Program Management
    - FAST Act NHTSA 402
    - FAST Act 405b OP High
    - FAST Act 405c Data Program
    - FAST Act 405d Impaired Driving Mid
    - FAST Act 405h Nonmotorized Safety
    - Other
    - Other
    - Other
    - Other
- Communication Campaign
  - Communications
    - FAST Act 405f Motorcycle Programs
    - Other
    - FAST Act 405d Impaired Driving Mid
    - Other

## 8. Distracted Driving

- Work Zone Crash Reduction
  - Work Zone Safety Project
    - NHTSA 402
- Highway Safety Office Program Management
  - OTS Program Management

- FAST Act NHTSA 402
- FAST Act 405b OP High
- FAST Act 405c Data Program
- FAST Act 405d Impaired Driving Mid
- FAST Act 405h Nonmotorized Safety
- Other
- Other
- Other
- Other
- High Visibility Cellphone/Text Messaging Enforcement
  - Distracted Driving HVE
    - FAST Act NHTSA 402
- 9. Speed Management
  - High Visibility Enforcement (Speed)
    - Speed HVE
      - FAST Act NHTSA 402
- 10. Planning & Administration
  - (none)
    - Program Evaluation
      - NHTSA 402
      - FAST Act 405d Impaired Driving Mid
    - Planning & Administration
      - FAST Act NHTSA 402
    - OTS Program Management
      - FAST Act NHTSA 402
      - FAST Act 405b OP High
      - FAST Act 405c Data Program
      - FAST Act 405d Impaired Driving Mid
      - FAST Act 405h Nonmotorized Safety
      - Other
      - Other
      - Other
      - Other

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

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

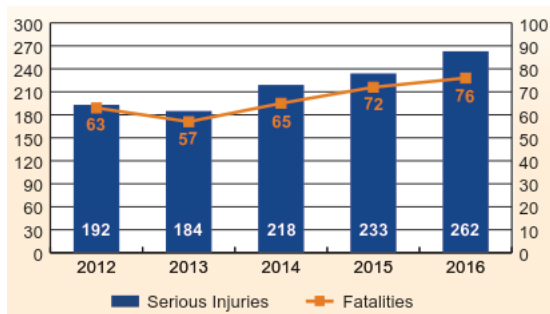
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

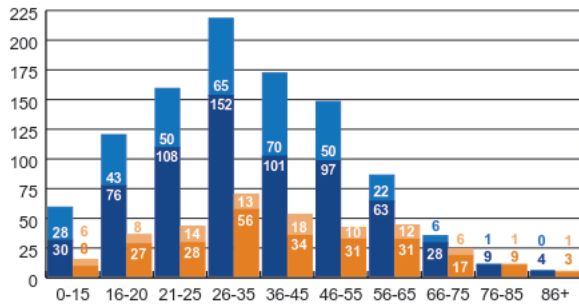
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

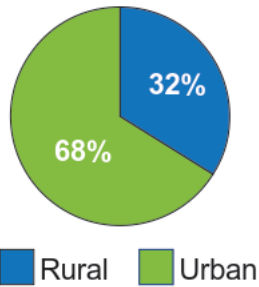
Between 2012 and 2016, 333 unbelted vehicle occupants lost their lives and 1,089 were seriously injured in traffic crashes on Nevada roadways.



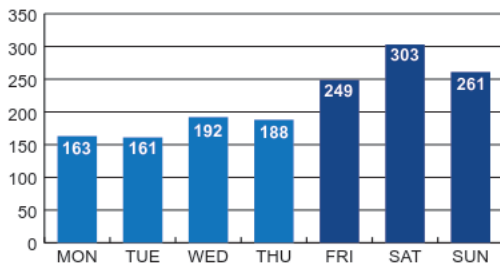
Male drivers aged 26 to 35 years old are involved in most unbelted fatalities and serious injuries, followed by male drivers aged 21 to 25 and 36 to 45 years old.



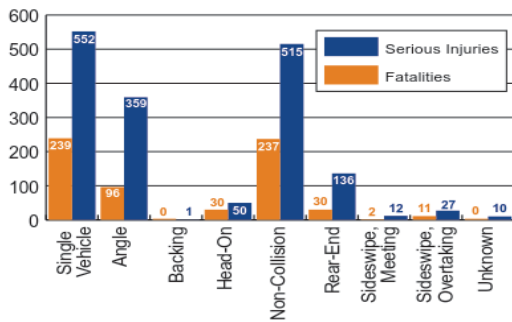
Between 2012 and 2016, almost two-thirds (65 percent) of the unbelted fatalities and serious injuries occurred in Clark County. Sixty-eight percent of fatalities and serious injuries occurred on urban roadways.



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

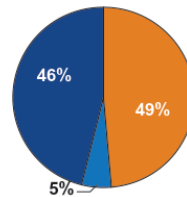


A large portion of the unbelted fatalities and serious injuries occurred in single vehicle crashes followed by non-collision crashes. Over half (54 percent) were either totally or partially ejected from the vehicle.



Legend for Ejection Status:

- Totally Ejected (Dark Blue)
- Partially Ejected (Light Blue)
- Not Ejected (Orange)



### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	A-1) Number of traffic fatalities of children Age 0-4 (FARS)	5 Year	2019	2.1
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	74.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Seat Belt Use Survey
2019	Outreach
2019	High Visibility Enforcement (OP)
2019	CPS Training and Installation

### 5.1.1 Countermeasure Strategy: Seat Belt Use Survey

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Seat Belt Use Survey

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

This is a NHTSA required activity

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This is a NHTSA required activity

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 OP Survey	2019 Occupant Protection Survey	Seat Belt Use Survey

#### 5.1.1.1 Planned Activity: 2019 Occupant Protection Survey

Planned activity name	2019 Occupant Protection Survey
Planned activity number	2019 OP Survey
Primary countermeasure strategy	Seat Belt Use Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

2019 Seat Belt Survey

Enter intended subrecipients.

University of Nevada, Las Vegas

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Seat Belt Use Survey

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act 405b OP High	405b High Identification + Surveillance (FAST)	\$93,138.00	\$23,284.50	

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.1.2 Countermeasure Strategy: Outreach

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.



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

Seat Belts and Child Restraints, 6. Communications and Outreach

Speeding and Speed Management, 4. Communications and Outreach

Distracted and Drowsy Driving, 2. Communications and Outreach

Motorcycle Safety, 4. Communications and Outreach

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Outreach	Outreach	CPS Training and Installation
2019 Communications	Communications	Communication Campaign

### 5.1.3 Countermeasure Strategy: High Visibility Enforcement (OP)

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** High Visibility Enforcement (OP)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://www.zerofatalitiesnv.com)). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. High visibility enforcement for seatbelt and child safety seat use is recognized by "Countermeasures That Work" as an effective strategy.

Seat Belts and Child Restraints - 2. Seat Belt Law Enforcement, 5. Child Restraint/Booster Seat Law Enforcement

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 TSEP-OP Enf	OP HVE	High Visibility Enforcement (OP)

#### 5.1.3.1 Planned Activity: OP HVE

Planned activity name	OP HVE
Planned activity number	2019 TSEP-OP Enf
Primary countermeasure strategy	High Visibility Enforcement (OP)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

High visibility enforcement for seatbelt and child safety seat use.

**Enter intended subrecipients.**

Law enforcement agencies statewide

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement (OP)

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Occupant Protection (FAST)	\$243,000.00	\$60,750.00	\$178,400.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.4 Countermeasure Strategy: CPS Training and Installation**

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** CPS Training and Installation

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

CPS Technician training and installation support will be utilized to reduce traffic fatalities and serious injury crashes by providing training and certification costs for new CPS instructors, recertification costs for continuing instructors, child safety seats, and support for CPS installation programs and events. The Office of Traffic

Safety partners with community organizations, law enforcement, hospital and health care providers to recruit and train technicians and trainers and notifies these partners in advance of certification classes.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

Seat Belts and Child Restraints - 7.2

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 OP/CPS Programs	Occupant Protection & CPS Programs	CPS Training and Installation
2019 Outreach	Outreach	CPS Training and Installation

### 5.1.4.1 Planned Activity: Occupant Protection & CPS Programs

<b>Planned activity name</b>	Occupant Protection & CPS Programs
<b>Planned activity number</b>	2019 OP/CPS Programs
<b>Primary countermeasure strategy</b>	CPS Training and Installation

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to**

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

First responders and law enforcement

Community programs

Native American Tribal populations

Schools

Foster Care and healthcare programs

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 CPS Training and Installation

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$108,128.00	\$27,032.00	
2019	Other		\$20,000.00		
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$18,604.00	\$4,651.00	\$18,604.00
2019	Other		\$15,000.00		

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.4.2 Planned Activity: Outreach**

**Planned activity name** Outreach

**Planned activity number** 2019 Outreach

**Primary countermeasure strategy** CPS Training and Installation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

Traffic Safety, Occupant Protection and CPS education, outreach and community messaging support for at-risk demographics in Nevada such as Native American tribes and Hispanic-Latino population.

#### Enter intended subrecipients.

Native American Tribes

Community Organizations

Healthcare providers

Universities and Schools

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Outreach
2019	CPS Training and Installation

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$25,400.00		\$6,350.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

### 5.2 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

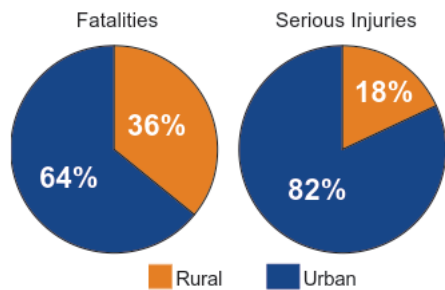
#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

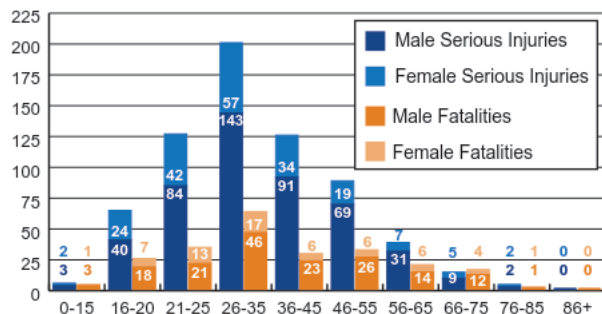
Between 2012 and 2016, 396 people lost their lives and 682 were seriously injured in impaired driving crashes on Nevada roadways.



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

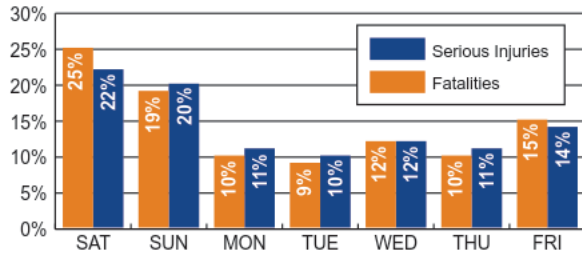


Male drivers aged 26 to 35 years old are involved in most impaired driving fatalities and serious injuries, followed by young male drivers aged 21 to 25 years old.

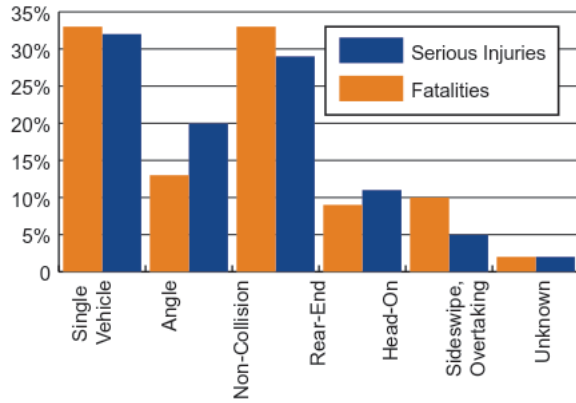




The highest proportion of impaired driving fatalities and serious injuries occurred during weekends.



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



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	96.6

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training
2019	Judicial & Prosecutor Education
2019	Highway Safety Office Program Management
2019	High Visibility Enforcement (Impaired)
2019	DWI Courts

5.2.1 Countermeasure Strategy: Law Enforcement Training

**Program area** Impaired Driving (Drug and Alcohol)  
**Countermeasure strategy** Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when

applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

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

1. Maximize DUI enforcement through training, coordination, education, and funding
2. Aggressively reduce impaired driving through educational campaigns, training, and events

- 3. Eliminate repeat DUI offenses through successful existing programs and innovative new programs
- 4. Understand and address the increase in "under the influence of other substances" crashes

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Law Enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs. Nevada must prepare its law enforcement officers beyond the basic NHTSA 24 hour Standardized Field Sobriety Testing (SFST) course that Nevada officers receive.

Advanced Roadside Impaired Driving Education (ARIDE) has become a top priority to identify and provide evidence of impairment in DUI arrests. OTS funds ARIDE classes statewide for Nevada's law enforcement officers and encourages prosecutors to attend. In addition to a SFST refresher course, officers also learn about the seven drug categories as well as case preparation to strengthen prosecution of impaired driving cases.

ARIDE certification is recommended prior to entering the 80-hour Drug Recognition Expert (DRE) course. DRE certification is critical to law enforcement's ability to identify drug impairment and to provide effective testimony in the prosecution of cases with suspected drugged driving with the limitations of toxicology testing. Forensic lab work includes a standard screen for the most commonly encountered drugs, but there are always emerging synthetic drugs new to the market. Blood tests may detect the presence of a substance, but the tests alone measure the quantity of substance ingested but not whether it is sufficient to cause impairment in an individual. The goal is to train 20-30 additional DRE students per year and provide ongoing continuing education to help officers maintain their DRE certification.

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 DUI LE Training	DUI/DUID Law Enforcement Training	Law Enforcement Training

**5.2.1.1 Planned Activity: DUI/DUID Law Enforcement Training**

<b>Planned activity name</b>	DUI/DUID Law Enforcement Training
<b>Planned activity number</b>	2019 DUI LE Training
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of the Attorney General

Nevada Office of Traffic Safety

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$137,500.00	\$34,375.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

**5.2.2 Countermeasure Strategy: Judicial & Prosecutor Education**

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Judicial & Prosecutor Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Alcohol and Drug Impaired Driving

Page 1 - 4, Deterrence and alcohol treatment.

3. Deterrence: Prosecution and Adjudication

4. Deterrence: DWI Offender Treatment, Monitoring, and Control

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Jud/Pros Training	Judicial & Prosecutor Training	Judicial & Prosecutor Education

#### 5.2.2.1 Planned Activity: Judicial & Prosecutor Training

Planned activity name	Judicial & Prosecutor Training
Planned activity number	2019 Jud/Pros Training
Primary countermeasure strategy	Judicial & Prosecutor Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Training/education for judges, court staff, prosecutors.

**Enter intended subrecipients.**

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

Washoe County District Attorney's Office

Office of the Attorney General

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 Judicial & Prosecutor Education

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

## 5.2.3 Countermeasure Strategy: Highway Safety Office Program Management

**Program area** Planning & Administration

**Countermeasure strategy** Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy



Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Program Management	OTS Program Management	Highway Safety Office Program Management

### 5.2.3.1 Planned Activity: OTS Program Management

Planned activity name	OTS Program Management
Planned activity number	2019 Program Management
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$556,138.00	\$139,034.00	\$0.00
2019	FAST Act 405b OP High		\$140,000.00	\$35,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$159,000.00	\$39,750.00	
2019	FAST Act 405d Impaired Driving Mid		\$128,846.00	\$32,211.50	
2019	FAST Act 405h Nonmotorized Safety		\$21,461.00	\$5,365.25	
2019	Other		\$112,852.00	\$0.00	
2019	Other		\$277,274.00	\$0.00	
2019	Other		\$215,102.00	\$0.00	
2019	Other		\$208,000.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2.4 Countermeasure Strategy: High Visibility Enforcement (Impaired)

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** High Visibility Enforcement (Impaired)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

High Visibility/Saturation patrol is recognized by "Countermeasures That Work" as an effective strategy. Alcohol and Drug Impaired Driving: 2.2

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 TSEP-Ped Enf	Ped & Motorist HVE	High Visibility Enforcement (Impaired)
2019 TSEP-ID Enf	Impaired Driving HVE	High Visibility Enforcement (Impaired)

#### 5.2.4.1 Planned Activity: Ped & Motorist HVE

Planned activity name	Ped & Motorist HVE
Planned activity number	2019 TSEP-Ped Enf
Primary countermeasure strategy	High Visibility Enforcement (Impaired)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

High visibility law enforcement directed at motorists and pedestrians

**Enter intended subrecipients.**

Law enforcement statewide

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement (Pedestrian/Bike)
2019	High Visibility Enforcement (Impaired)

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$265,000.00	\$66,250.00	\$218,335.00
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$185,000.00	\$46,250.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2.4.2 Planned Activity: Impaired Driving HVE

**Planned activity name** Impaired Driving HVE  
**Planned activity number** 2019 TSEP-ID Enf  
**Primary countermeasure strategy** High Visibility Enforcement (Impaired)

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Impaired driving high visibility/saturation enforcement.

**Enter intended subrecipients.**

Law enforcement agencies statewide

Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement (Impaired)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$700,000.00		\$175,000.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2.5 Countermeasure Strategy: DWI Courts

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** DWI Courts

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures That Work, Alcohol and Drug Impaired Driving, 3.1

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 DUI Specialty Courts	DUI Specialty Courts	DWI Courts

#### 5.2.5.1 Planned Activity: DUI Specialty Courts

Planned activity name	DUI Specialty Courts
Planned activity number	2019 DUI Specialty Courts
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

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

**Enter intended subrecipients.**

- Carson City District Court
- Las Vegas Justice Court
- Washoe County Court

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$115,000.00	\$28,750.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					



### 5.3 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

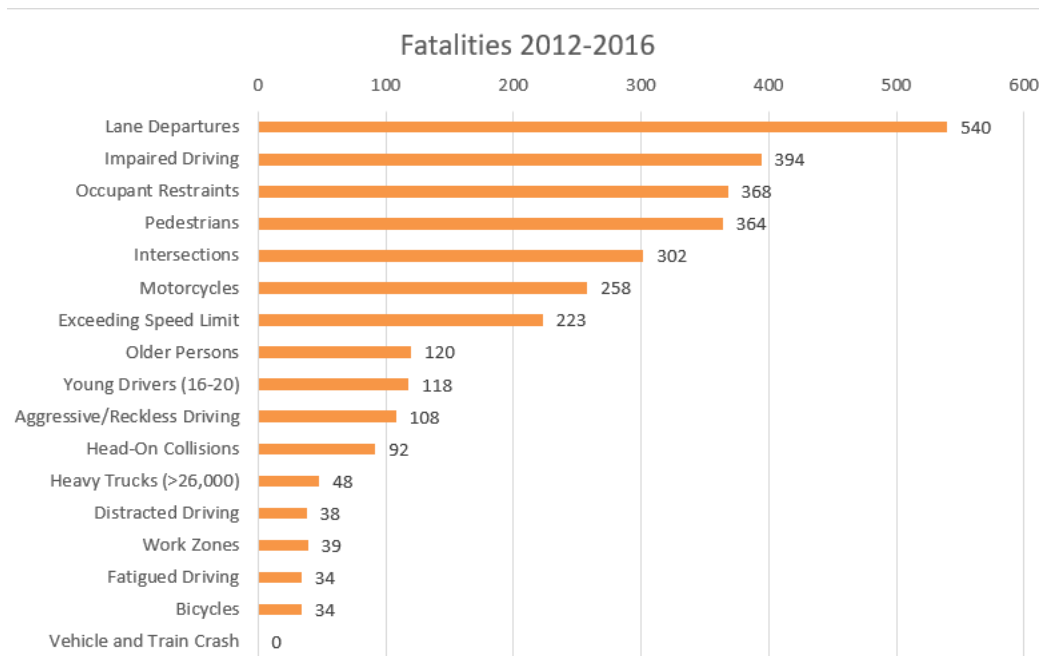
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The communications (media) campaigns are focused on the top priority risky behaviors. The table below shows the top priority critical emphasis areas based on total fatalities from 2012-2016, which includes Nevada's critical emphasis areas of Impaired Driving, Intersections, Lane Departures, Motorcycles, Occupant Protection, Pedestrians and Young Drivers. Communications campaigns and materials will be focused on all risky behavior associated with all emphasis areas with an emphasis on impaired driving and speeding. Impaired driving and speeding were selected for an additional emphasis based on a review of critical issues and a review of recent campaigns.



#### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

##### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	319.2

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

## Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Outreach
2019	Highway Safety Office Program Management
2019	Communication Campaign

## 5.3.1 Countermeasure Strategy: Outreach

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Outreach

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities**

during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Seat Belts and Child Restraints, 6. Communications and Outreach

Speeding and Speed Management, 4. Communications and Outreach

Distracted and Drowsy Driving, 2. Communications and Outreach

Motorcycle Safety, 4. Communications and Outreach

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Outreach	Outreach	CPS Training and Installation
2019 Communications	Communications	Communication Campaign

### 5.3.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Planning & Administration

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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2019 Program Management      OTS Program Management      Highway Safety Office Program Management

## 5.3.2.1 Planned Activity: OTS Program Management

**Planned activity name**                      OTS Program Management

**Planned activity number**                      2019 Program Management

**Primary countermeasure strategy**      Highway Safety Office Program Management

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)**  
**[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)**  
**[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii)** **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)** **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f)** **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)**  
**[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2)** **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Traffic Safety

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$556,138.00	\$139,034.00	\$0.00
2019	FAST Act 405b OP High		\$140,000.00	\$35,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$159,000.00	\$39,750.00	
2019	FAST Act 405d Impaired Driving Mid		\$128,846.00	\$32,211.50	
2019	FAST Act 405h Nonmotorized Safety		\$21,461.00	\$5,365.25	
2019	Other		\$112,852.00	\$0.00	
2019	Other		\$277,274.00	\$0.00	
2019	Other		\$215,102.00	\$0.00	
2019	Other		\$208,000.00	\$0.00	

### Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

### 5.3.3 Countermeasure Strategy: Communication Campaign

**Program area** Communications (Media)

**Countermeasure strategy** Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation,

partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

- Increase or maintain seat belt usage in the 2019 observational survey
- Reduce impaired driving crashes and fatalities in FY2019
- Reduce pedestrian fatalities in FY2019
- Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Alcohol and Drug Impaired Driving 5.2

Seat Belts and Child Restraints 3.1, 3.2

Speeding 4.1

Distracted Driving 2.2

Motorcycle Safety 4.1, 4.2

Pedestrians 3.1

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Communications	Communications	Communication Campaign

### 5.3.3.1 Planned Activity: Communications

Planned activity name	Communications
Planned activity number	2019 Communications
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Nevada Office of Traffic Safety

Law enforcement agencies

Community Organizations

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------



- 2019 Outreach
- 2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$20,000.00	\$5,000.00	
2019	Other		\$500,000.00		
2019	FAST Act 405d Impaired Driving Mid		\$200,000.00		
2019	Other	Other	\$85,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

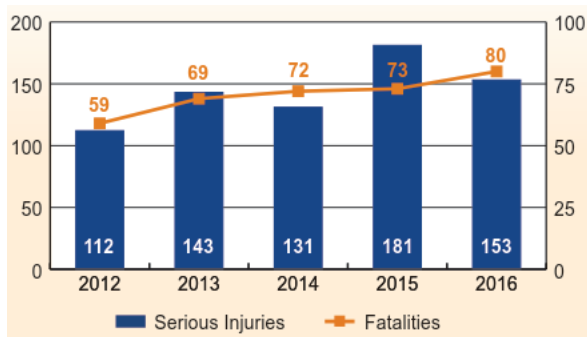
No

Problem identification

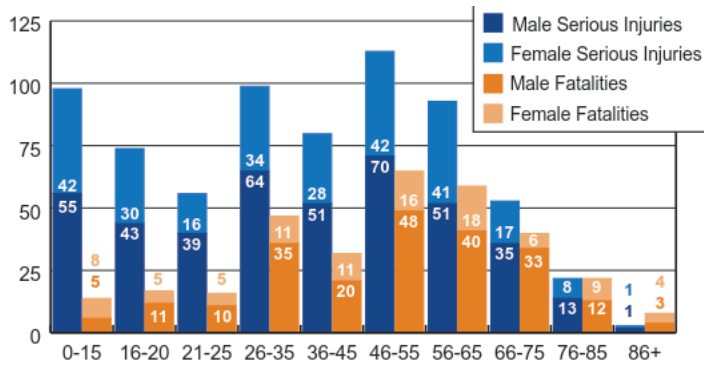
Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

This information pertains to Pedestrian Safety.

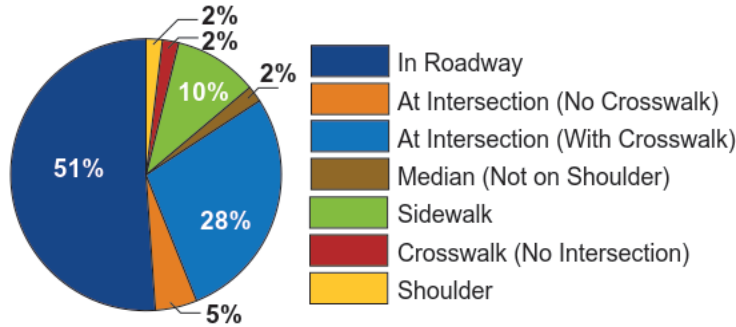
Between 2012 and 2016, 353 pedestrians lost their lives and 720 were seriously injured on Nevada roadways.



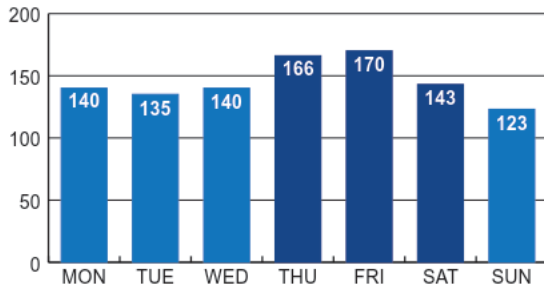
Middle-aged (46 to 55 years old) male pedestrians are more likely than any other demographic to be fatally wounded or seriously injured. In general, males of almost any age have a higher likelihood to be a pedestrian fatality or serious injury.



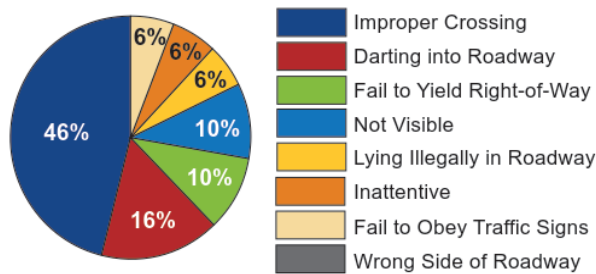
Over one-half (51 percent) of the pedestrian fatalities and injuries occurred midblock in the roadway. Pedestrian fatalities and serious injuries on marked crosswalks were also substantial (28 percent).



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



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



**This information pertains to Bicycle Safety:**

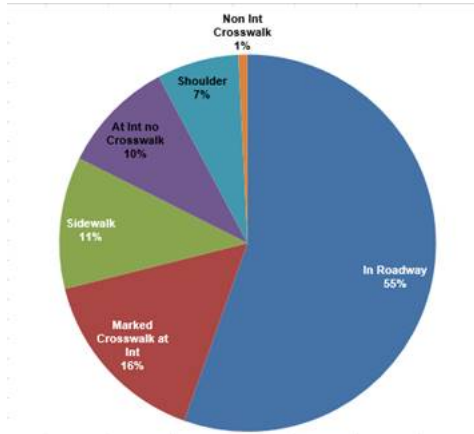
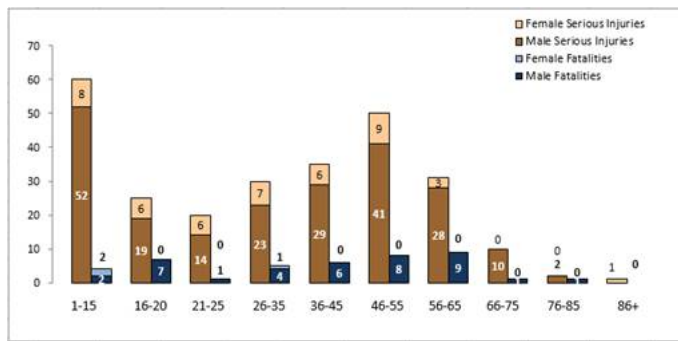
Between 2012 and 2016, 43 fatalities and 267 serious injuries occurred due to crashes involving bicycles.

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

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

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

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



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	84.1
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	8.5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management
2019	High Visibility Enforcement (Pedestrian/Bike)
2019	Comprehensive Vulnerable Road Users Strategies

5.4.1 Countermeasure Strategy: Highway Safety Office Program Management

**Program area** Planning & Administration  
**Countermeasure strategy** Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when

applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Program Management	OTS Program Management	Highway Safety Office Program Management

#### 5.4.1.1 Planned Activity: OTS Program Management

Planned activity name	OTS Program Management
Planned activity number	2019 Program Management
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Office of Traffic Safety

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$556,138.00	\$139,034.00	\$0.00
2019	FAST Act 405b OP High		\$140,000.00	\$35,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$159,000.00	\$39,750.00	
2019	FAST Act 405d Impaired Driving Mid		\$128,846.00	\$32,211.50	
2019	FAST Act 405h Nonmotorized Safety		\$21,461.00	\$5,365.25	
2019	Other		\$112,852.00	\$0.00	
2019	Other		\$277,274.00	\$0.00	
2019	Other		\$215,102.00	\$0.00	
2019	Other		\$208,000.00	\$0.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.4.2 Countermeasure Strategy: High Visibility Enforcement (Pedestrian/Bike)

<b>Program area</b>	Non-motorized (Pedestrians and Bicyclist)
<b>Countermeasure strategy</b>	High Visibility Enforcement (Pedestrian/Bike)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint

enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

High visibility enforcement will be utilized to reduce traffic fatalities and serious injury crashes by enforcing traffic laws for pedestrians, bicyclists, and drivers.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

Alcohol and Drug Impaired Driving - 2. Deterrence: Enforcement

Speeding and Speed Management - 2. Enforcement

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

Pedestrians - 3.2 Sweeper Patrols of Impaired Pedestrians

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
------------------------------------	-----------------------	------------------------

### 5.4.3 Countermeasure Strategy: Comprehensive Vulnerable Road Users Strategies

**Program area** Non-motorized (Pedestrians and Bicyclist)

**Countermeasure strategy** Comprehensive Vulnerable Road Users Strategies

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:



**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

#### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

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

#### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Ped Programs	Pedestrian Programs	Comprehensive Vulnerable Road Users Strategies

#### 5.4.3.1 Planned Activity: Pedestrian Programs

Planned activity name	Pedestrian Programs
Planned activity number	2019 Ped Programs
Primary countermeasure strategy	Comprehensive Vulnerable Road Users Strategies

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

University of Nevada Las Vegas

REMSA

RTC of Washoe County

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Comprehensive Vulnerable Road Users Strategies

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	Other		\$141,000.00	\$0.00	
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$45,000.00	\$0.00	
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$15,000.00	\$3,750.00	\$15,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.5 Program Area: Young Drivers**

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

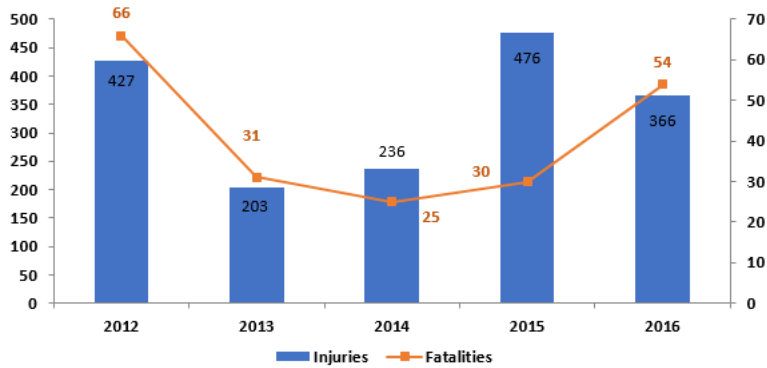
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

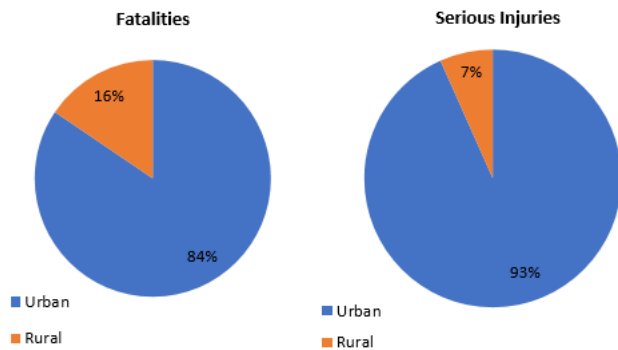
**Problem identification**

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

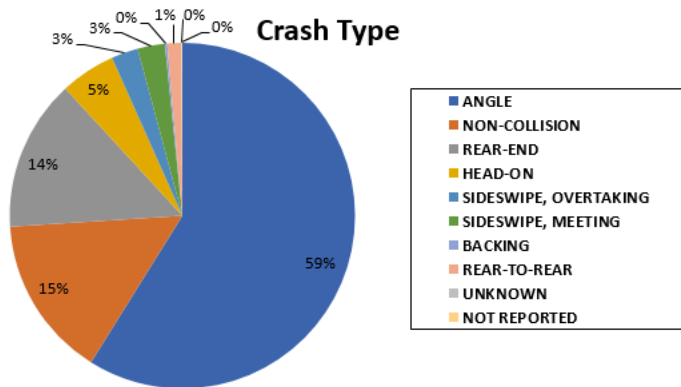
Between 2012 and 2016, 206 fatalities and 1,708 serious injuries resulted from crashes involving young drivers age 15-20.



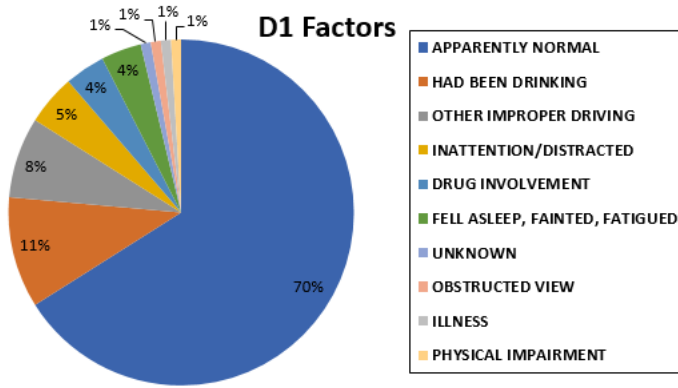
For fatalities and serious injuries involving young drivers, the majority of crashes occurred in urban areas.



Angle crashes were the most common type of crash for young driver-related fatalities and serious injuries.



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



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	37.9

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	School Programs
2019	Highway Safety Office Program Management
2019	Driving Skills Training Program

5.5.1 Countermeasure Strategy: School Programs

Program area Young Drivers

Countermeasure strategy School Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Zero Teen Fatalities was developed to address Nevada's Strategic Highway Safety Plan, specifically Strategy 3.4: "Education - Educate young drivers, reduce underage drinking and driving, increase awareness, and improve pedestrian and motorist safety awareness." Zero Teen Fatalities increases awareness of the impact of seatbelt usage and the dangers of impaired and distracted driving, as well as speeding and aggressive driving, which are all critical safety issues for this age group. This program also addresses the importance of pedestrian safety and the rising fatality rate for pedestrians in Nevada.

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

- CARS & COPS
  - This high school event teaches teens about basic automobile maintenance and traffic safety. The interactive, 45-minute program also explains what to expect during a routine traffic stop with law enforcement.
- CODE ZERO
  - This hospital based event teaches teens about the consequences of poor decision making while behind the wheel of an automobile. The program is a team effort of the Trauma Program, Rehabilitation Staff, Emergency Department Staff, Ambulance Services and Law Enforcement, along with Zero Teen Fatalities.
- ZERO 101

- This University based event addresses the unique age group (18-20) about the consequences of poor decision making. University police departments, student clubs, Greek life organizations, and athletic departments will be approached to partake in the inaugural year of "Zero 101." This program will consist of a 60 minute multimedia presentation that will focus on the following behaviors:
  - Always Buckle Up
  - Always Drive Sober
  - Focus on the Road
  - Be Pedestrian Safe
  - Ride Safe

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan [www.zerofatalitiesnv.com](http://www.zerofatalitiesnv.com). The project strategy for teens includes:

- Encouraging safe driving habits by increasing awareness of safety belt usage and of the dangers of impaired, distracted, and aggressive driving through public media campaigns and in- school programs.
- Educating teens about traffic safety through community-based organizations, workshops, mentoring, and providing resources for effective traffic safety projects.
- Working with statewide and local law enforcement agencies to continue to promote and educate teens about safe driving behaviors.
- Creating public education programs that will reach and engage the target demographic

Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 9:

Chapter 1 – Alcohol and Drug Impaired Driving Chapter 2 – Seat Belts and Child Restraints Chapter 3 – Speeding and Speed Management Chapter 4 – Distracted and Drowsy Driving Chapter 6 – Young Drivers

The potential effectiveness of these strategies is documented within the NHTSA Countermeasures That Work publication and the reader should reference it for specifics on Nevada's selected strategies also found in the SHSP.

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Young Driver Program	2019 Young Driver Programs	School Programs

**5.5.1.1 Planned Activity: 2019 Young Driver Programs**

Planned activity name	2019 Young Driver Programs
Planned activity number	2019 Young Driver Program

Primary countermeasure strategy School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

Young Driver Educational Program delivered through high schools, community colleges, universities, vocational schools, community organizations, etc.

**Enter intended subrecipients.**

Nevada Office of Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$120,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.5.2 Countermeasure Strategy: Highway Safety Office Program Management

**Program area** Planning & Administration

**Countermeasure strategy** Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description



To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Program Management	OTS Program Management	Highway Safety Office Program Management

#### 5.5.2.1 Planned Activity: OTS Program Management

Planned activity name	OTS Program Management
Planned activity number	2019 Program Management
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$556,138.00	\$139,034.00	\$0.00
2019	FAST Act 405b OP High		\$140,000.00	\$35,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$159,000.00	\$39,750.00	
2019	FAST Act 405d Impaired Driving Mid		\$128,846.00	\$32,211.50	
2019	FAST Act 405h Nonmotorized Safety		\$21,461.00	\$5,365.25	
2019	Other		\$112,852.00	\$0.00	
2019	Other		\$277,274.00	\$0.00	
2019	Other		\$215,102.00	\$0.00	
2019	Other		\$208,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3 Countermeasure Strategy: Driving Skills Training Program

Program area	Young Drivers
Countermeasure strategy	Driving Skills Training Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Driver Training	Driver's Edge Driving Skills Training Program	Driving Skills Training Program

#### 5.5.3.1 Planned Activity: Driver's Edge Driving Skills Training Program

Planned activity name	Driver's Edge Driving Skills Training Program
Planned activity number	2019 Driver Training
Primary countermeasure strategy	Driving Skills Training Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

Driver's Edge Program/The Payne Foundation

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 Driving Skills Training Program

**Funding sources****Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.****Source Fiscal Year Funding Source Eligible Use of Funds Estimated Funding Amount Match Amount Local Benefit**

2019 Other \$278,565.00

**Major purchases and dispositions****Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.****Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.6 Program Area: Traffic Records****Program area type** Traffic Records**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

**Problem identification****Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

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

**Six Primary Data Components**

1. Crash
2. Driver
3. Vehicle
4. Roadway
5. Citation/Adjudication
6. EMS/Injury Surveillance

**Six Primary Data Quality Attributes**

1. Timeliness
2. Accuracy
3. Completeness
4. Uniformity
5. Integration
6. Accessibility

Nevada is making improvements on all data components and attributes. The primary challenge and associated effort has continued to center around the timeliness of crash data. Crash data has continued to lag a quarter to a half of a year with challenges between the electronic transfer between law enforcement agencies and NDOT Traffic Safety, who enters the data into the Nevada Citation and Accident Tracking System (NCATS). Therefore, the primary focus of traffic records continues to be on the timeliness, including continuing to move all significant law enforcement agencies onto the electronic devices with Brazos and improving the electronic transfer of the data.

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

University of Maryland to review best practices on trauma data linkage.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-C-1: The percentage of crash records with no missing critical data elements	Annual	2019	90.0
2019	I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	Annual	2019	60.0
2019	C-T-1) Traffic Records Crash Timeliness Median Days	Annual	2019	14.0
2019	C-T-2) Percentage crash report entered into database within 30 days after the crash	Annual	2019	90.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Highway Safety Office Program Management

### 5.6.1 Countermeasure Strategy: Improves timeliness of a core highway safety database

**Program area** Traffic Records

**Countermeasure strategy** Improves timeliness of a core highway safety database

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Brazos System	2019 Electronic Crash Reporting System	Improves timeliness of a core highway safety database

## 5.6.1.1 Planned Activity: 2019 Electronic Crash Reporting System

**Planned activity name** 2019 Electronic Crash Reporting System

**Planned activity number** 2019 Brazos System

**Primary countermeasure strategy** Improves timeliness of a core highway safety database

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

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

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

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

**Enter intended subrecipients.**

Law enforcement agencies

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

**Funding sources**



Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	Other		\$1,500,000.00	\$0.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$110,000.00	\$27,500.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area Traffic Records

Countermeasure strategy Improves integration between one or more core highway safety databases

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Integration of crash data components is a best practices recommendation.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Data Integration	Crash Data Integration	Improves integration between one or more core highway safety databases

#### 5.6.2.1 Planned Activity: Crash Data Integration

Planned activity name	Crash Data Integration
Planned activity number	2019 Data Integration
Primary countermeasure strategy	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

EMS and Trauma Data Integration

**Enter intended subrecipients.**

State EMS Department

University of Nevada, Las Vegas Trauma Center

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
		Other		\$629,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.6.3 Countermeasure Strategy: Improves completeness of a core highway safety database**

<b>Program area</b>	Traffic Records
<b>Countermeasure strategy</b>	Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Data Quality	2019 Data Quality Projects	Improves completeness of a core highway safety database
2019 Data Integration	Crash Data Integration	Improves integration between one or more core highway safety databases

## 5.6.3.1 Planned Activity: 2019 Data Quality Projects

Planned activity name	2019 Data Quality Projects
Planned activity number	2019 Data Quality
Primary countermeasure strategy	Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Enter description of the planned activity.

Training and education for first responders to improve data collection

Crash data retrieval and analysis

## Enter intended subrecipients.

Law enforcement agencies and first responders

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves completeness of a core highway safety database

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		\$105,000.00	\$26,250.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.6.4 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Planning & Administration
Countermeasure strategy	Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Program Management	OTS Program Management	Highway Safety Office Program Management

#### 5.6.4.1 Planned Activity: OTS Program Management

Planned activity name	OTS Program Management
Planned activity number	2019 Program Management
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Traffic Safety

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$556,138.00	\$139,034.00	\$0.00
2019	FAST Act 405b OP High		\$140,000.00	\$35,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$159,000.00	\$39,750.00	
2019	FAST Act 405d Impaired Driving Mid		\$128,846.00	\$32,211.50	
2019	FAST Act 405h Nonmotorized Safety		\$21,461.00	\$5,365.25	
2019	Other		\$112,852.00	\$0.00	
2019	Other		\$277,274.00	\$0.00	
2019	Other		\$215,102.00	\$0.00	
2019	Other		\$208,000.00	\$0.00	

**Major purchases and dispositions**



Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item    Quantity    Price Per Unit    Total Cost    NHTSA Share per unit    NHTSA Share Total Cost

No records found.

### 5.7 Program Area: Motorcycle Safety

Program area type    Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

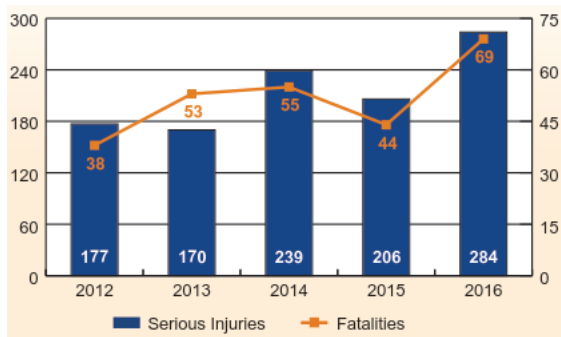
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

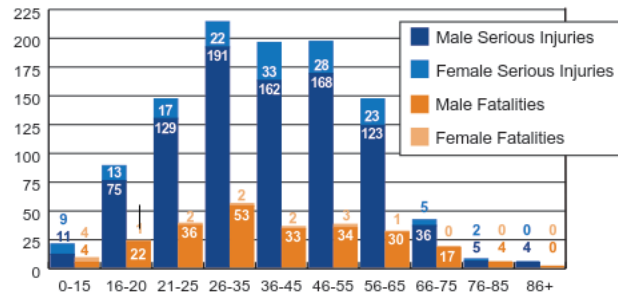
#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

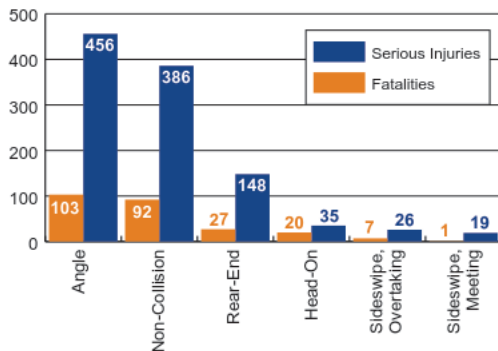
From 2012 to 2016, a total of 259 people lost their lives in motorcycle-related crashes and 1,076 were seriously injured on Nevada's roadways.



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



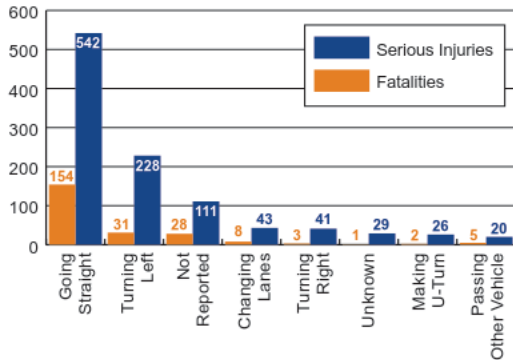
The majority of motorcycle-related fatalities and serious injuries were angle and non-collision (single vehicle) crashes followed by rear-end crashes.



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



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



### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	65.1
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	10.5

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training
2019	Highway Safety Office Program Management
2019	Communication Campaign

#### 5.7.1 Countermeasure Strategy: Motorcycle Rider Training

**Program area** Motorcycle Safety  
**Countermeasure strategy** Motorcycle Rider Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

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

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

OTS' funded activities are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://www.zerofatalitiesnv.com)). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. Motorcycle rider training is

recognized by "Countermeasures That Work" as an effective strategy.

Motorcycle Safety 3.2

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 M/C Training Pgm	Motorcycle Training Programs	Motorcycle Rider Training

#### 5.7.1.1 Planned Activity: Motorcycle Training Programs

Planned activity name	Motorcycle Training Programs
Planned activity number	2019 M/C Training Pgm
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

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

#### Enter intended subrecipients.

Nevada Office of Traffic Safety

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$334,000.00	\$0.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.7.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Planning & Administration

Countermeasure strategy Highway Safety Office Program Management

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Program Management	OTS Program Management	Highway Safety Office Program Management

#### 5.7.2.1 Planned Activity: OTS Program Management

Planned activity name	OTS Program Management
Planned activity number	2019 Program Management
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Traffic Safety

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$556,138.00	\$139,034.00	\$0.00
2019	FAST Act 405b OP High		\$140,000.00	\$35,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$159,000.00	\$39,750.00	
2019	FAST Act 405d Impaired Driving Mid		\$128,846.00	\$32,211.50	
2019	FAST Act 405h Nonmotorized Safety		\$21,461.00	\$5,365.25	
2019	Other		\$112,852.00	\$0.00	
2019	Other		\$277,274.00	\$0.00	
2019	Other		\$215,102.00	\$0.00	
2019	Other		\$208,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.7.3 Countermeasure Strategy: Communication Campaign

Program area                      Communications (Media)

Countermeasure strategy    Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No



## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

- Increase or maintain seat belt usage in the 2019 observational survey
- Reduce impaired driving crashes and fatalities in FY2019
- Reduce pedestrian fatalities in FY2019
- Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Alcohol and Drug Impaired Driving 5.2

Seat Belts and Child Restraints 3.1, 3.2

Speeding 4.1

Distracted Driving 2.2

Motorcycle Safety 4.1, 4.2

Pedestrians 3.1

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Communications	Communications	Communication Campaign

### 5.7.3.1 Planned Activity: Communications

Planned activity name	Communications
Planned activity number	2019 Communications
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Nevada Office of Traffic Safety

Law enforcement agencies

Community Organizations

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Outreach
2019	Communication Campaign

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$20,000.00	\$5,000.00	
	2019	Other		\$500,000.00		
	2019	FAST Act 405d Impaired Driving Mid		\$200,000.00		
	2019	Other	Other	\$85,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.8 Program Area: Distracted Driving

Program area type **Distracted Driving**

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

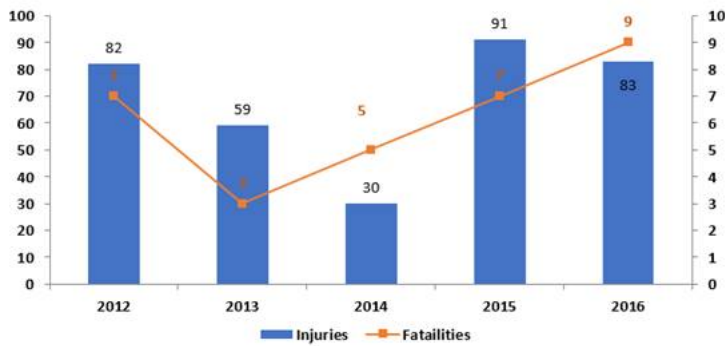
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

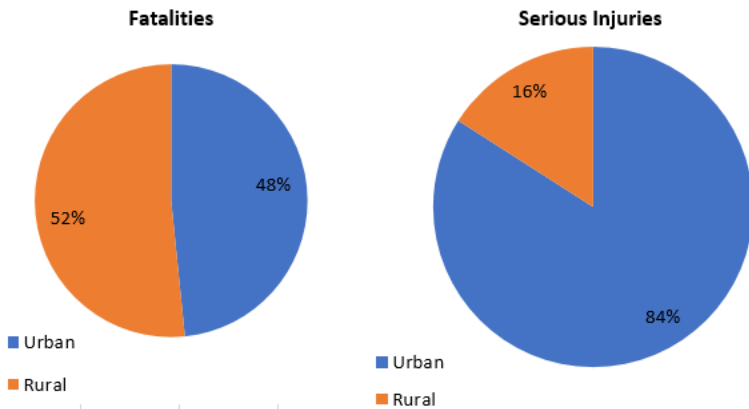
#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

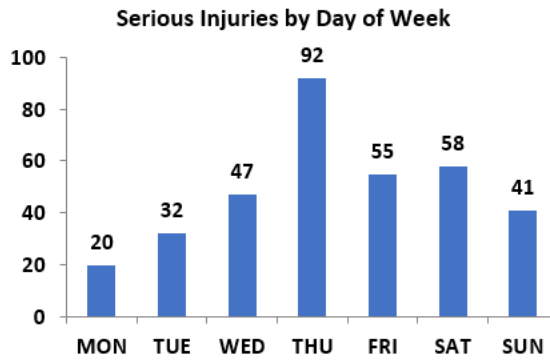
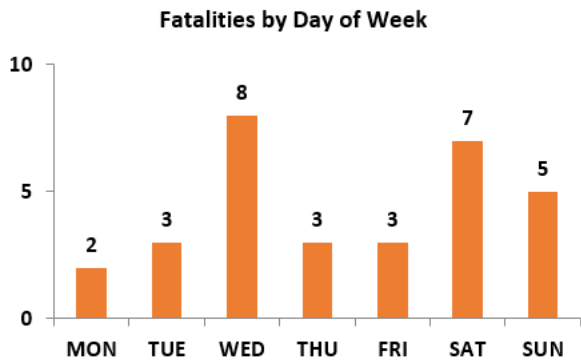
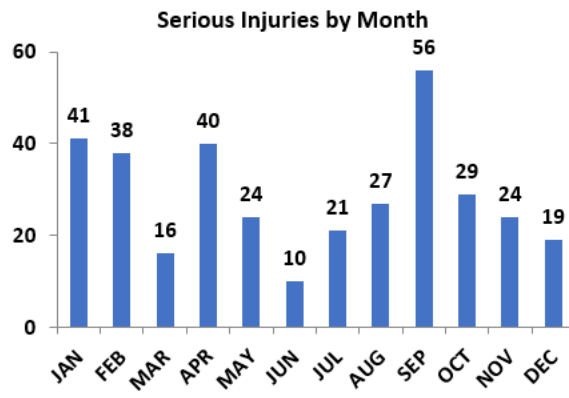
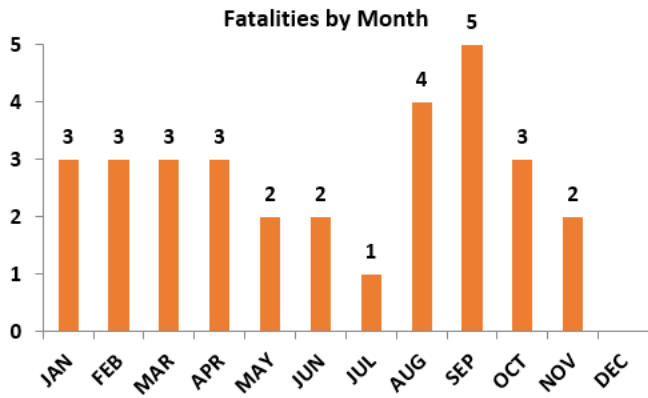
From 2013 to 2016, 31 people lost their lives due to distracted driving, and 345 were seriously injured.



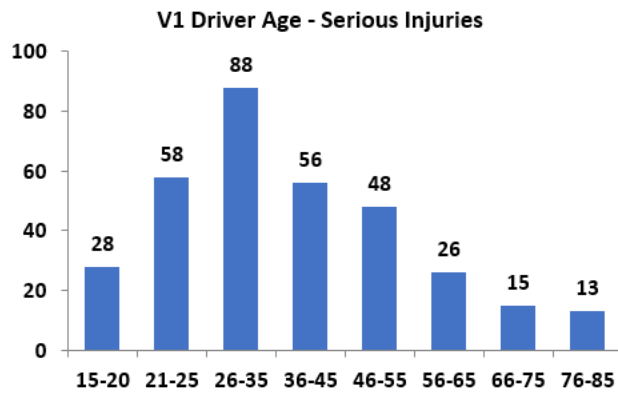
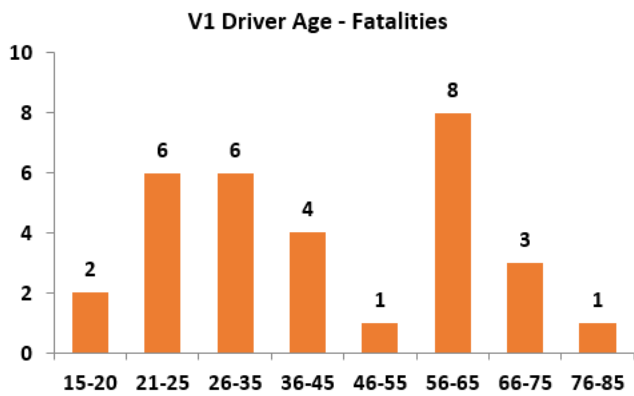
About half of the fatalities occurred in urban areas, while almost 85% of serious injuries were recorded in urban areas.



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

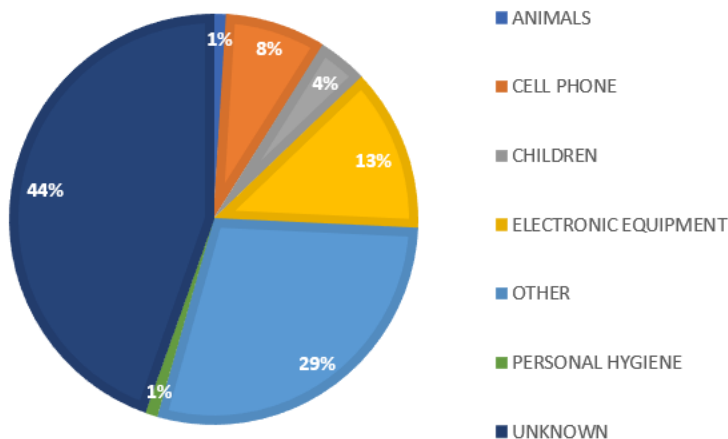


Drivers age 26-35 were responsible for the highest number of serious injuries.



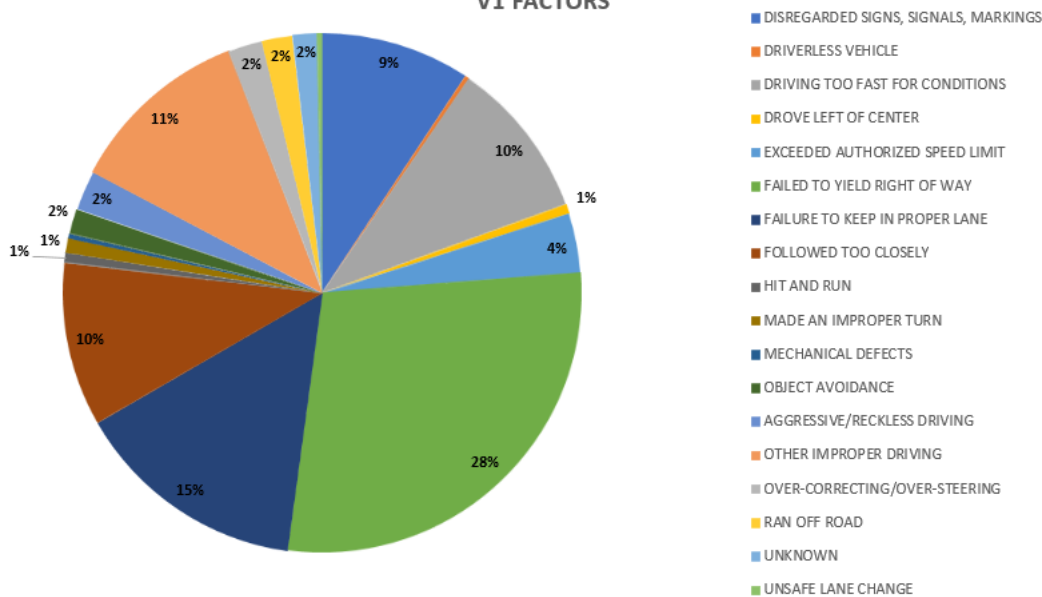
Types of distraction include cell phones, electronic equipment (including GPS, radio/CD player), children and animals, however, the highest percentage of type of distraction was "unknown."

### TYPE OF DISTRACTION



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

### V1 FACTORS



### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	A-2) Number of traffic fatalities reported as distracted driving (State)	5 Year	2019	11.0

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Work Zone Crash Reduction

2019 Highway Safety Office Program Management  
2019 High Visibility Cellphone/Text Messaging Enforcement

### 5.8.1 Countermeasure Strategy: Work Zone Crash Reduction

**Program area** Distracted Driving  
**Countermeasure strategy** Work Zone Crash Reduction

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Work Zone Safety	Work Zone Safety Project	Work Zone Crash Reduction

#### 5.8.1.1 Planned Activity: Work Zone Safety Project

Planned activity name	Work Zone Safety Project
Planned activity number	2019 Work Zone Safety
Primary countermeasure strategy	Work Zone Crash Reduction

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Nevada Department of Transportation

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Work Zone Crash Reduction

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	NHTSA 402	Distracted Driving	\$70,000.00	\$17,500.00	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.8.2 Countermeasure Strategy: Highway Safety Office Program Management**

**Program area** Planning & Administration

**Countermeasure strategy** Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No



Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Program Management	OTS Program Management	Highway Safety Office Program Management

#### 5.8.2.1 Planned Activity: OTS Program Management

Planned activity name           OTS Program Management  
 Planned activity number        2019 Program Management  
 Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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Year	Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
2019	FAST Act NHTSA 402			\$556,138.00		\$139,034.00 \$0.00
2019	FAST Act 405b OP High			\$140,000.00		\$35,000.00
2019	FAST Act 405c Data Program	405c Data Program (FAST)		\$159,000.00		\$39,750.00
2019	FAST Act 405d Impaired Driving Mid			\$128,846.00		\$32,211.50
2019	FAST Act 405h Nonmotorized Safety			\$21,461.00		\$5,365.25
2019	Other			\$112,852.00		\$0.00
2019	Other			\$277,274.00		\$0.00
2019	Other			\$215,102.00		\$0.00
2019	Other			\$208,000.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.8.3 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

**Program area** Distracted Driving

**Countermeasure strategy** High Visibility Cellphone/Text Messaging Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Countermeasures That Work rates enforcement as effective in reduction of distracted driving. In 2017 distracted driving high visibility enforcement activities yielded 5,300 citations.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

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

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

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

While crash and fatality data on distracted driving as a causal factor is incomplete and difficult to obtain, the number of citations given during enforcement events provides evidence that this continues to be an area of concern despite a ban on hand held cell phone use. Distracted driving enforcement is funded through Nevada OTS' statewide HVE program Joining Forces, and is conducted during National Distracted Driving month in April, along with additional enforcement periods in 2018 in January and May.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 TSEP-DD Enf	Distracted Driving HVE	High Visibility Cellphone/Text Messaging Enforcement

### 5.8.3.1 Planned Activity: Distracted Driving HVE

Planned activity name	Distracted Driving HVE
Planned activity number	2019 TSEP-DD Enf
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations

and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Law enforcement agencies statewide

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$315,000.00	\$78,750.00	\$228,000.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.9 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

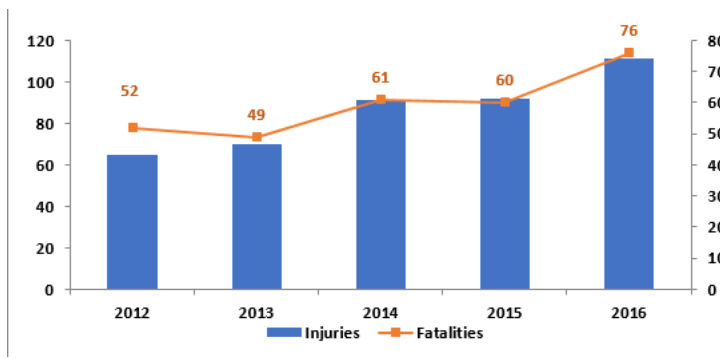
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

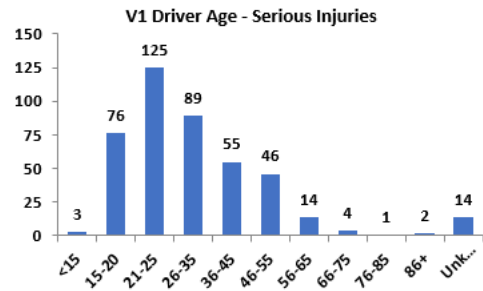
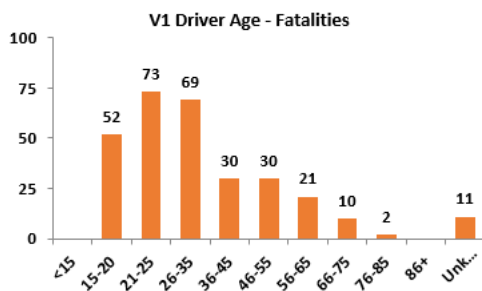
#### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

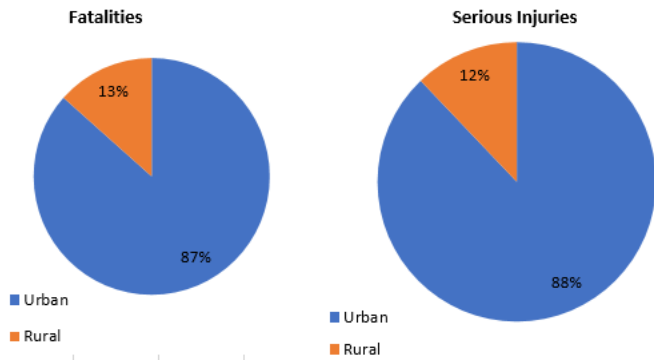
Between 2012 and 2016, 298 fatalities and 429 serious injuries were caused due to excessive speeds.



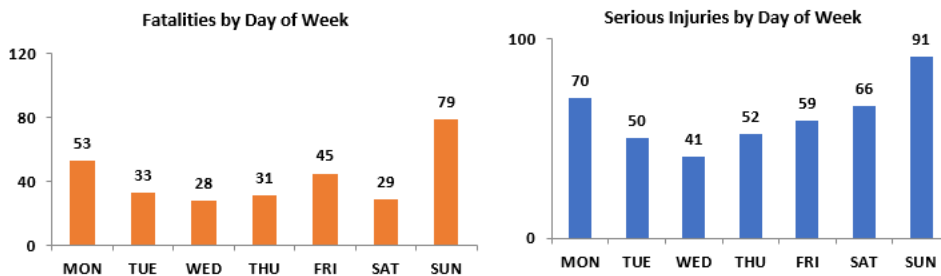
Drivers age 21-35 are the most likely to have been involved in fatalities and serious injuries due to excessive speed.



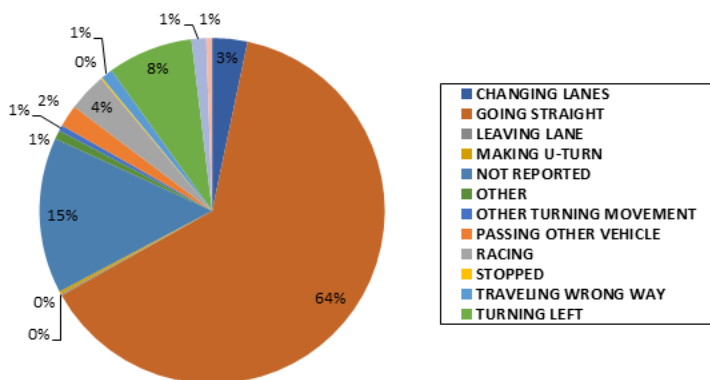
The majority of the fatalities and serious injuries occurred in urban areas, about 87% and 88%, respectively.



The highest number of fatalities and serious injuries related to excessive speed occurred on a Sunday.



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



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	111.7

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

## Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement (Speed)

## 5.9.1 Countermeasure Strategy: High Visibility Enforcement (Speed)

Program area                      Speed Management

Countermeasure strategy    High Visibility Enforcement (Speed)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No



Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Speeding and Speed Management - 2.2 High Visibility Enforcement

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 TSEP-Speed Enf	Speed HVE	High Visibility Enforcement (Speed)

#### 5.9.1.1 Planned Activity: Speed HVE

Planned activity name	Speed HVE
Planned activity number	2019 TSEP-Speed Enf
Primary countermeasure strategy	High Visibility Enforcement (Speed)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

High visibility enforcement of speeding

**Enter intended subrecipients.**

Law enforcement agencies statewide

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement (Speed)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$375,000.00	\$93,750.00	\$300,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

#### Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 Program Evaluation	Program Evaluation	
2019 P & A	Planning & Administration	
2019 Program Management	OTS Program Management	Highway Safety Office Program Management

#### 5.10.1 Planned Activity: Program Evaluation

Planned activity name	Program Evaluation
Planned activity number	2019 Program Evaluation
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Research based evaluation of traffic safety programs

Enter intended subrecipients.

Contractors/vendors

Universities

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

## Fiscal Year Countermeasure Strategy Name

2019 Planning & Administration

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402		\$25,000.00	\$6,250.00	\$0.00
2019	FAST Act 405d Impaired Driving Mid		\$25,000.00	\$6,750.00	

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

## Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

## 5.10.2 Planned Activity: Planning &amp; Administration

Planned activity name Planning & Administration

Planned activity number 2019 P & A

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Nevada Office of Traffic Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Planning & Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Planning and Administration (FAST)	\$277,275.00	\$70,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

No records found.

5.10.3 Planned Activity: OTS Program Management

Planned activity name OTS Program Management

Planned activity number 2019 Program Management

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

Office of Traffic Safety

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		\$556,138.00	\$139,034.00	\$0.00
2019	FAST Act 405b OP High		\$140,000.00	\$35,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$159,000.00	\$39,750.00	
2019	FAST Act 405d Impaired Driving Mid		\$128,846.00	\$32,211.50	
2019	FAST Act 405h Nonmotorized Safety		\$21,461.00	\$5,365.25	
2019	Other		\$112,852.00	\$0.00	
2019	Other		\$277,274.00	\$0.00	
2019	Other		\$215,102.00	\$0.00	
2019	Other		\$208,000.00	\$0.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 TSEP-Speed Enf	Speed HVE	High Visibility Enforcement (Speed)
2019 TSEP-OP Enf	OP HVE	High Visibility Enforcement (OP)
2019 TSEP-DD Enf	Distracted Driving HVE	High Visibility Cellphone/Text Messaging Enforcement
2019 TSEP-Ped Enf	Ped & Motorist HVE	High Visibility Enforcement (Impaired)
2019 TSEP-ID Enf	Impaired Driving HVE	High Visibility Enforcement (Impaired)

## Analysis

**Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

Each year, the office of traffic safety hosts quarterly meetings where law enforcement agencies come together to present their review of local data specific to high severity crashes. The review looks at the location and risk factors associated with those high severity crashes. In general, analysis has found that speeding and aggressive driving, including red light running and failure to yield are the risk factors in many high severity crashes. It is believed by traffic safety professionals that distracted driving is an increasing factor in high severity crashes that is not accurately captured in the crash data. Traffic safety enforcement events are held that coincide with days and times where the local data is proven and where special activities are taking place. These events align with the Calendar of Events predetermined with the Joining Forces program and coinciding with the NHTSA calendar.

**Enter explanation of the deployment of resources based on the analysis performed.**

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

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

**Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

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

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

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

## 7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

### Countermeasure Strategy Name

High Visibility Enforcement (OP)

High Visibility Enforcement (Impaired)

## HVE activities

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

### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 TSEP-OP Enf	OP HVE	High Visibility Enforcement (OP)
2019 TSEP-ID Enf	Impaired Driving HVE	High Visibility Enforcement (Impaired)

## 8 405(b) Occupant Protection Grant

### Occupant protection information

405(b) qualification status: High seat belt use rate State

### Occupant protection plan

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

#### Program Area

Occupant Protection (Adult and Child Passenger Safety)

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

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

### Agencies planning to participate in CIOT

#### Agency

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



Carson City Sheriff's Office  
Boulder City Policy Dept.  
Henderson City Police Dept.

**Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

The May 2018 *Click it or Ticket (CIOT)* campaign was one of three mandatory events for the Joining Forces program with a secondary *CIOT* enforcement campaign in November 2017. Twenty-six of Nevada's law enforcement agencies participated in this campaign serving well over 95% of the state's population. Participating agencies are required to distribute a press release to local media regarding Nevada's participation in Click it or Ticket and lead agencies (Nevada Highway Patrol) hold a joint press conference in advance of the mobilization. OTS also includes NHTSA produced and native messaging on social media and other media channels.

Nevada will participate in the 2019 *Click it or Ticket* national mobilization. A continued focus is needed on occupant protection strategies, such as high visibility enforcement that measurably changes behavior.

**Child restraint inspection stations**

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

CPS Training and Installation

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 OP/CPS Programs	Occupant Protection & CPS Programs	CPS Training and Installation

**Enter the total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 33

**Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.**

Populations served - urban 2

Populations served - rural 15

Populations served - at risk 4

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

**Child passenger safety technicians**

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

CPS Training and Installation

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019 OP/CPS Programs	Occupant Protection & CPS Programs	CPS Training and Installation

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

Estimated total number of classes	6
Estimated total number of technicians	120

### Maintenance of effort

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

### 9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
2/27/2018
5/22/2018
6/26/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator:	Genevieve Swain
Title of State's Traffic Records Coordinator:	Traffic Records Program Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

- Juan Balbuena, Safety/LPA Engineer, Federal Highway Administration (E,F)
- Mike Colety, Senior Vice President, Kimley-Horn, Traffic Records Coordinator, (A, E)
- Amy Davey, Administrator, Department of Public Safety- Office of Traffic Safety, (A)
- Kim Edwards, Transportation Analyst III, Nevada Department of Transportation- Traffic Safety Engineering, (A, E)
- Mohammed Farhan, Principle Planner, RTC of Southern Nevada, (A, E)
- Jacob Farnsworth, Safety Analyst, Kimley-Horn, (A, E)
- Laura Gryder, Project Director, University of Nevada Las Vegas School of Medicine, (D)
- Kevin Honea, Lieutenant, Department of Public Safety- Nevada Highway Patrol, (A, B, C)
- P.D. Kiser, Assistant Chief Safety Engineer, Nevada Department of Transportation-Safety, (A,E)
- Bob Madewell, Chief of Roadway Systems, Nevada Department of Transportation- Roadway Systems, (E)
- John McCormick, Assistant Court Administrator, Administrative Office of the Courts, (B)
- Molly O'Brien, Senior Engineer, Kimley-Horn, (A, E)
- Tina Smith, EMS Program Manager, Division of Public and Behavioral Health, (D)
- Genevieve Swain, Traffic Records Program Manager, Department of Public Safety- Office of Traffic Safety, (A, B)
- Jaime Tuddao, Senior Traffic Engineer, Nevada Department of Transportation- Traffic Safety Engineering, (A,E)
- Shirley Visger, Analyst II, Las Vegas Metropolitan Police Department, (A, B, C)
- Hao Xu, Assistant Professor, University of Nevada Reno, (A,E)

- Jill Morris, Lieutenant, City of North Las Vegas Police Department, (A,B,C)
- Alex Smith, Public Information Officer II, Nevada Department of Motor Vehicles (F)
- Maria Madera, FARS Analyst, Department of Public Safety- Office of Traffic Safety (A)
- Pushkin Kachroo, Research Professor, University of Nevada Las Vegas (A, C, E)

## State traffic records strategic plan

**Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

Documents Uploaded
2018 0612 NV SHSP Tracking TRCC.xls
NV-FY18_405(c)_EX 4.1 TRCC Plan.pdf
NV TRCC Quantitative Improvement.pdf

**Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.**

- Strengthen the TRCC’s management approach that reflects best practices. (Strategic Planning Recommendations: Strengthen the TRCC’s abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.)
- Strengthen the TRCC’s abilities for strategic planning that reflect best practices. (Strategic Planning Recommendations: Strengthen the TRCC’s abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.)
- Improve the procedures/process flows, interfaces and data quality control program for the Crash data system that reflects best practices. (Crash Recommendations: Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.)
- Improve the procedures/process flows and data quality control program for the Vehicle data system that reflects best practices. (Vehicle Recommendations: Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.)
- Improve the description, contents, data dictionary and the data quality control program of the Driver data system that reflects best practices. (Driver Recommendations: Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.)
- Improve the data dictionary, procedures/process flows and interfaces for the Roadway data system that reflects best practices. (Roadway Recommendations: Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.)
- Improve the applicable guidelines, data dictionary, interfaces, and data quality control program for the Citation and Adjudication systems that reflect best practices. (Citation/Adjudication Recommendations: Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.)
- Improve the description, contents, interfaces and quality control program of the Injury Surveillance systems that reflect best practices. (EMS/Injury Surveillance Recommendations: Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.)
- Improve the traffic records systems capacity to integrate data that reflects best practices. (Data Use and Integration Recommendations: Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.)

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

Strengthen the TRCC's management approach that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Update the TRCC charter with a signature page for all member agencies and include a formal approval process.
- Develop performance measures for the strategic plan strategies per the NHTSA Model Performance Measures for State Traffic Records Systems document.
- Develop a comprehensive Traffic Records Inventory by consolidating the discrete systems documentation maintained by custodial agencies into a coherent whole to improve accessibility and analysis for all stakeholders and to help encourage interactions between data analysts, data users, and those whose jobs are tangential to traffic safety.

(In progress- Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project.)

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

- Use a Strategic Planning Process with all TRCC Members for the next update to the strategic plan.
- Review and set priorities through a formal prioritization process.

(In progress- Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project.)

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

- Formalize the process to incorporate changes into the crash data dictionary and corresponding documents.
- Improve the consistency and reliability of delivery of the crash files from law enforcement to NDOT to minimize processing effort and reduce the time between crash and data availability and reduces opportunities for data quality corruption.
- Implement more timely uploads to NCATS to give users closer to real-time data with which to make critical programmatic and infrastructure enhancements.
- Enhance procedures for managing errors and incomplete data and formalize efforts to ensure that data from reports with validation errors are fixed and entered into the

repository. This should include formal changes to the data dictionary as necessary.

(In progress- Activity ID: 2019 Data Quality- Traffic Crash Reconstruction Training, Traffic Records Data Quality Project, and NHP Crash Data Retrieval.)

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

- Increase active representation on the Nevada Traffic Records Coordinating Committee (TRCC) and providing vehicle data system quality management reports which could potentially result in obtaining priority consideration for federal traffic records grant funding to enhance the vehicle data system.

(In progress- Activity ID: 2019 Data Quality- Traffic Crash Reconstruction Training, Traffic Records Data Quality Project, and NHP Crash Data Retrieval.)

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

- Attain the driver and vehicles system data from the DMV and link to the crash system NCATS.

(In progress- Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project.)

Improve the data dictionary, procedures/ process flows and interfaces for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Set standards for data elements (e.g., MIRE) and data collection.
- Create documentation of the data dictionary.
- Coordinate with all the entities using and providing roadway data, including entities in the TRCC / NECTS.
- Set access standards for all the State users (Priority).
- Use roadway database information already available (e.g., for timeliness calculations).

(In progress- Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project.)

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

- Share information and data management reports with the TRCC on a regular basis.

(In progress- Activity ID: 2019 Program Management- TRCC Strategic Plan Coordination and Development Project.)

The TRCC prioritized the strategies to ensure that there was documented progress towards implementation of the strategies. A priority level was applied to each strategy and the ones above are targeted for completion in 2019. The performance of each strategy is tracked by the TRCC and displayed in the NV SHSP Tracking TRCC document with the following

statuses: Not Started, Early Progress, Underway, Substantial Progress, and Completed. The projects will also be monitored with the completion of Monthly Progress Reports.

**Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
2019 Data Quality	2019 Data Quality Projects	Improves completeness of a core highway safety database
2019 Brazos System	2019 Electronic Crash Reporting System	Improves timeliness of a core highway safety database
2019 Data Integration	Crash Data Integration	Improves integration between one or more core highway safety databases

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

Strengthen the TRCC's management approach that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Take a more active role in the identification, funding, development, prioritization, and implementation of traffic records improvement projects.
- Leverage its collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs.

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

- Implement a report for officers related to timeliness, accuracy and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality.
- Establish performance measures related to the quality categories (accuracy, completeness, etc.). These should include baselines and timeframes to establish effectiveness as data quality improvement initiatives are implemented.

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

- Participate in the Performance and Registration System Management (PRISM) program.
- Evaluate the current AAMVA recommended title brands for potential Nevada branding additions.

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

- Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations.
- Develop a quality control program and performance measures for the driver system.

Improve the data dictionary, procedures/ process flows and interfaces for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Develop a database or enterprise system that combines roadway and traffic crash data elements.
- Develop a formal quality control program.

Improve the applicable guidelines, data dictionary, interfaces, and data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Explore the development of a complete set of performance measures related to the quality of citation systems' data.
- Establish an official set of security protocols governing data access, modification and release that can be applied to each court management system.
- Encourage all court systems to standardize their information systems using established national protocols and standards.

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

- Develop a system where multiple EMS/injury surveillance data sets can be accessed and analyzed together to solve a specific problem.
- Establish performance measures for each system following the 'Model Performance Measures for State Traffic Records Systems' publication.
- Build on the success of the integration of the State crash file and the NTR and integrate all components of the injury surveillance system.
- Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State's health agencies.

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

- Develop a traffic records data "warehouse" that provides agencies the ability to manage information.

- Compile data on a regular basis so that the investigation and analysis of a large number of variables can be conducted in a seamless manner in an effort to identify problems, set priorities, and evaluate programs.
- Develop data governance protocols in place that appropriately link and identify traffic records data or documents the use of such data by a variety of internal and external users.
  - Adopt different access and security measures for different uses and users of the data.
  - Develop data protocols that document data policies that collecting agencies may superimpose.
- Develop a systematic process to conduct analysis and set performance measures with consideration for behavioral, social, spatial, and temporal variations.
- Consider employing a research and program development arm of its Office of Traffic Safety that assists decision-makers and the public with providing and analyzing up-to-date data, especially for those that are interested in generating documents separate from annual or strategic plans such as white papers, fact sheets, conference papers, etc.
  - Develop an intuitive website that hosts a variety of documents not easily displayed in other forums as a means to ramp up educational outreach.

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

## Quantitative improvement

**Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.**

The following summarizes the specific improvements that are planned in the coming year:

1. Strengthen the TRCC's management approach that reflects best practices identified in the Traffic Records Program Assessment Advisory.
  - Update the TRCC charter with a signature page for all member agencies and include a formal approval process (Priority 1).
  - Develop performance measures for the strategic plan strategies per the NHTSA Model Performance Measures for State Traffic Records Systems document (Priority 1).
  - Develop a comprehensive Traffic Records Inventory by consolidating the discrete systems documentation maintained by custodial agencies into a coherent whole to improve accessibility and analysis for all stakeholders and to help encourage interactions between data analysts, data users, and those whose jobs are tangential to traffic safety (Priority 1).
  - Take a more active role in the identification, funding, development, prioritization, and implementation of traffic records improvement projects (Priority 2).
  - Leverage its collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs (Priority 4).
2. Strengthen the TRCC's abilities for strategic planning that reflects best practices identified in the Traffic Records Program Assessment Advisory.
  - Use a Strategic Planning Process with all TRCC Members for the next update to the strategic plan (Priority 1).
  - Review and set priorities through a formal prioritization process (Priority 1).
3. Improve the procedures/ process flows, interfaces and data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Formalize the process to incorporate changes into the crash data dictionary and corresponding documents (Priority 1).
  - Improve the consistency and reliability of delivery of the crash files from law enforcement to NDOT to minimize processing effort and reduce the time between crash and data availability and reduces opportunities for data quality corruption (Priority 1).
  - Implement more timely uploads to NCATS to give users closer to real-time data with which to make critical programmatic and infrastructure enhancements (Priority 1).
  - Enhance procedures for managing errors and incomplete data and formalize efforts to ensure that data from reports with validation errors are fixed and entered into the repository. This should include formal changes to the data dictionary as necessary (Priority 1).

- Implement a report for officers related to timeliness, accuracy and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality (Priority 2).
- Establish performance measures related to the quality categories (accuracy, completeness, etc.). These should include baselines and timeframes to establish effectiveness as data quality improvement initiatives are implemented (Priority 4).

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

- Increase active representation on the Nevada Traffic Records Coordinating Committee (TRCC) and providing vehicle data system quality management reports which could potentially result in obtaining priority consideration for federal traffic records grant funding to enhance the vehicle data system (Priority 1).
- Participate in the Performance and Registration System Management (PRISM) program (Priority 4).
- Evaluate the current AAMVA recommended title brands for potential Nevada branding additions (Priority 4).

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

- Attain the driver and vehicles system data from the DMV and link to the crash system NCATS (Priority 1).
- Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations (Priority 2).
- Develop a quality control program and performance measures for the driver system (Priority 4).

Improve the data dictionary, procedures/ process flows and interfaces for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

- Set standards for data elements (e.g., MIRE) and data collection (Priority 1).
- Create documentation of the data dictionary (Priority 1).
- Coordinate with all the entities using and providing roadway data, including entities in the TRCC / NECTS (Priority 1).
- Set access standards for all the State users (Priority 1).
- Use roadway database information already available (e.g., for timeliness calculations) (Priority 1).
- Organizing the roadway history for archiving in conjunction with the vendor (Priority 1).
- Develop a database or enterprise system that combines roadway and traffic crash data elements (Priority 3).
- Develop a formal quality control program (Priority 4).

Improve the applicable guidelines, data dictionary, interfaces, and data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Explore the development of a complete set of performance measures related to the quality of citation systems' data (Priority 4).
- Establish an official set of security protocols governing data access, modification and release that can be applied to each court management system (Priority 4).
- Encourage all court systems to standardize their information systems using established national protocols and standards (Priority 4).

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

- Share information and data management reports with the TRCC on a regular basis (Priority 1).
- Develop a system where multiple EMS/injury surveillance data sets can be accessed and analyzed together to solve a specific problem (Priority 4).
- Establish performance measures for each system following the 'Model Performance Measures for State Traffic Records Systems' publication (Priority 4).
- Build on the success of the integration of the State crash file and the NTR and integrate all components of the injury surveillance system (Priority 4).
- Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State's health agencies (Priority 4).

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

- Develop a traffic records data "warehouse" that provides agencies the ability to manage information (Priority 4).
  - Compile data on a regular basis so that the investigation and analysis of a large number of variables can be conducted in a seamless manner in an effort to identify problems, set priorities, and evaluate programs.

- Develop data governance protocols in place that appropriately link and identify traffic records data or documents the use of such data by a variety of internal and external users (Priority 4).
  - Adopt different access and security measures for different uses and users of the data.
  - Develop data protocols that document data policies that collecting agencies may superimpose.
- Develop a systematic process to conduct analysis and set performance measures with consideration for behavioral, social, spatial, and temporal variations (Priority 4).
- Consider employing a research and program development arm of its Office of Traffic Safety that assists decision-makers and the public with providing and analyzing up-to-date data, especially for those that are interested in generating documents separate from annual or strategic plans such as white papers, fact sheets, conference papers, etc. (Priority 4).
  - Develop an intuitive website that hosts a variety of documents not easily displayed in other forums as a means to ramp up educational outreach.

The following summarizes the specific improvements that are planned in the coming year:

1. Strengthen the TRCC's management approach that reflects best practices identified in the Traffic Records Program Assessment Advisory.
  - Update the TRCC charter with a signature page for all member agencies and include a formal approval process (Priority 1).
  - Develop performance measures for the strategic plan strategies per the NHTSA Model Performance Measures for State Traffic Records Systems document (Priority 1).
  - Develop a comprehensive Traffic Records Inventory by consolidating the discrete systems documentation maintained by custodial agencies into a coherent whole to improve accessibility and analysis for all stakeholders and to help encourage interactions between data analysts, data users, and those whose jobs are tangential to traffic safety (Priority 1).
  - Take a more active role in the identification, funding, development, prioritization, and implementation of traffic records improvement projects (Priority 2).
  - Leverage its collaborative efforts to ensure that all components of the traffic records data system (TRS) are supported by formal data quality management programs (Priority 4).
2. Strengthen the TRCC's abilities for strategic planning that reflects best practices identified in the Traffic Records Program Assessment Advisory.
  - Use a Strategic Planning Process with all TRCC Members for the next update to the strategic plan (Priority 1).
  - Review and set priorities through a formal prioritization process (Priority 1).
3. Improve the procedures/ process flows, interfaces and data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Formalize the process to incorporate changes into the crash data dictionary and corresponding documents (Priority 1).
  - Improve the consistency and reliability of delivery of the crash files from law enforcement to NDOT to minimize processing effort and reduce the time between crash and data availability and reduces opportunities for data quality corruption (Priority 1).
  - Implement more timely uploads to NCATS to give users closer to real-time data with which to make critical programmatic and infrastructure enhancements (Priority 1).
  - Enhance procedures for managing errors and incomplete data and formalize efforts to ensure that data from reports with validation errors are fixed and entered into the repository. This should include formal changes to the data dictionary as necessary (Priority 1).
  - Implement a report for officers related to timeliness, accuracy and completeness feedback. This can be useful for training, updates to manuals, and form revisions. Allow feedback from users to collectors to further enhance data quality (Priority 2).
  - Establish performance measures related to the quality categories (accuracy, completeness, etc.). These should include baselines and timeframes to establish effectiveness as data quality improvement initiatives are implemented (Priority 4).
4. Improve the procedures/ process flows and data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Increase active representation on the Nevada Traffic Records Coordinating Committee (TRCC) and providing vehicle data system quality management reports which could potentially result in obtaining priority consideration for federal traffic



- records grant funding to enhance the vehicle data system (Priority 1).
  - Participate in the Performance and Registration System Management (PRISM) program (Priority 4).
  - Evaluate the current AAMVA recommended title brands for potential Nevada branding additions (Priority 4).
5. Improve the description, contents, data dictionary and the data quality control program of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Attain the driver and vehicles system data from the DMV and link to the crash system NCATS (Priority 1).
  - Obtain the required authorizations or attain a non-proprietary version of the driver system documents and narratives to assist with future assessments and system evaluations (Priority 2).
  - Develop a quality control program and performance measures for the driver system (Priority 4).
6. Improve the data dictionary, procedures/ process flows and interfaces for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
1. Set standards for data elements (e.g., MIRE) and data collection (Priority 1).
  2. Create documentation of the data dictionary (Priority 1).
7. Coordinate with all the entities using and providing roadway data, including entities in the TRCC / NECTS (Priority 1).
- Set access standards for all the State users (Priority 1).
  - Use roadway database information already available (e.g., for timeliness calculations) (Priority 1).
  - Organizing the roadway history for archiving in conjunction with the vendor (Priority 1).
  - Develop a database or enterprise system that combines roadway and traffic crash data elements (Priority 3).
  - Develop a formal quality control program (Priority 4).
8. Improve the applicable guidelines, data dictionary, interfaces, and data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Explore the development of a complete set of performance measures related to the quality of citation systems' data (Priority 4).
  - Establish an official set of security protocols governing data access, modification and release that can be applied to each court management system (Priority 4).
  - Encourage all court systems to standardize their information systems using established national protocols and standards (Priority 4).
9. Improve the description, contents, interfaces and quality control program of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Share information and data management reports with the TRCC on a regular basis (Priority 1).
  - Develop a system where multiple EMS/injury surveillance data sets can be accessed and analyzed together to solve a specific problem (Priority 4).
  - Establish performance measures for each system following the 'Model Performance Measures for State Traffic Records Systems' publication (Priority 4).
  - Build on the success of the integration of the State crash file and the NTR and integrate all components of the injury surveillance system (Priority 4).
  - Develop the core injury surveillance data into an important resource to define, evaluate, and support highway safety programs and projects through enhanced coordination with the State's health agencies (Priority 4).
10. Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Develop a traffic records data "warehouse" that provides agencies the ability to manage information (Priority 4).
    - Compile data on a regular basis so that the investigation and analysis of a large number of variables can be conducted in a seamless manner in an effort to identify problems, set priorities, and evaluate programs.
  - Develop data governance protocols in place that appropriately link and identify traffic records data or documents the use of such data by a variety of internal and external users (Priority 4).
    - Adopt different access and security measures for different uses and users of the data.
    - Develop data protocols that document data policies that collecting agencies may superimpose.
  - Develop a systematic process to conduct analysis and set performance measures with consideration for behavioral, social, spatial, and temporal variations (Priority 4).
  - Consider employing a research and program development arm of its Office of Traffic Safety that assists decision-makers and the public with providing and analyzing up-to- date data, especially for those that are interested in generating documents separate from annual or strategic plans such as white papers, fact sheets, conference papers, etc. (Priority 4).

Develop an intuitive website that hosts a variety of documents not easily displayed in other forums as a means to ramp up educational outreach.

The following demonstrates quantitative improvement in the completeness of crash data through increased electronic transfer of crash reports from Law Enforcement Agencies (LEAs) statewide directly to the State's crash data system.

1. The number of LEAs transferring crash data electronically to NDOT has increased from 31 between the baseline period of April 1, 2016 to March 31, 2017 to 41 in the performance period of April 1, 2017 to March 31, 2018. This is an increase of 10 agencies and a 32 percent increase over the baseline.

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

#### Documents Uploaded

2018 0612 NV SHSP Tracking TRCC.xls

NV-FY18\_405(c)\_EX 4.1 TRCC Plan.pdf

NV TRCC Quantitative Improvement.pdf

#### State highway safety data and traffic records system assessment

**Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.**

Date of Assessment: 5/12/2015

#### Requirement for maintenance of effort

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

#### 10 405(d) Impaired Driving Countermeasure Grant

##### Impaired driving assurances

##### Impaired driving qualification - Mid-Range State

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

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

##### Authority to operate

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

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

##### ARTICLE 2- AUTHORITY

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

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

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

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

**Input the date that the Statewide impaired driving plan was approved by the State's task force.**

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

### Task force member information

**Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.**

NV IMPAIRED TASK FORCE			
Organization	Title	First Name	Last Name
Administration Office of the Courts	Specialty Courts Coordinator	Linda	Aguire
DPS Office of Traffic Safety	Public Information Officer	Andrew	Bennett
Steve Conger Consultant	Consultant	Steven	Conger
Kimley-Horn	Engineer	Mike	Colety
Nevada Department of Motor Vehicles	Management Analyst II	Zachary	Cord
DPS Office of Traffic Safety	Administrator	Amy	Davey
Reno Police Department	Lt.	Scott	Dugan
Kimley-Horn	Engineer	David	Giacomin
University of Nevada School of Medicine	Project Director, Center for Traffic Safety Research	Laura	Gryder
DPS Office of Traffic Safety	Impaired Driving Program Manager	Victoria	Hauan
DPS Nevada Highway Patrol	Lt.	Kevin	Honea
DPS Office of Traffic Safety	Law Enforcement Liasion	Rob	Honea
Nevada Safety & Diagnostics LLC	Interlock Provider	Douglas	Konersman
Kimley-Horn	Facilitator	Dennis	Osborn
Victim Advocate	Victim Advocate	Stephie	Mager
Las Vegas Metro Police Department	LT.	Paul	McCullough
Nevada Department of Transportation Safety/Performance Measures	Engineer	Ken	Mammen
Lyft	Marketing Specialist	Kris	Cuaresma-Primm
Lyft	Marketing Specialist	Alexis	Smith
Las Vegas Justice Court	Specialty Court Coordinator	Tom	Stewart
Pace Coalition	Advocate	Laura	Oslund
DPS Division of Parole & Probation	Sergeant	Steven	Maczka
Second Judicial District Court	Specialty Courts Manager	James	Popovich
MADD N. NV	Program Coordinator	Debbie	Zelinski
DPS Office of Traffic Safety	Law Enforcement Liasion	Scott	Swain
Nevada Office of Attorney General	Grants & Project Analyst 3	Martie	Washington

### Strategic plan details

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

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

Yes

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

### 11 405(d) Alcohol-Iginition Interlock Law

## Alcohol-ignition interlock laws

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.
  - Nevada Revised Statute 484C.450 - .480

## 12 405(d) 24-7 Sobriety Programs

### Mandatory license restriction requirement

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.
  - Nevada Revised Statute 483.460

### 24-7 Sobriety program information

Select whether the State will provide legal citation(s) to the State statute or upload State program information that authorizes a Statewide 24-7 sobriety program.

Provide legal citations:	Yes
Upload State program information:	No

### Provide legal citations

- State law authorizes a Statewide 24-7 sobriety program.
  - Nevada Revised Statute 4.373

## 13 405(f) Motorcyclist Safety Grant

### Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

### Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Department of Public Safety
State authority name/title:	James Wright, Director

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

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

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

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

County or Political Subdivision	Number of registered motorcycles
Carson City	2471
Clark County	42460
Elko County	1920
Humboldt County	693
Lyon County	2812
Mineral County	151
Washoe County	15594

**Enter the total number of registered motorcycles in State.**

73437

Use of fees collected from motorcyclists for motorcycle programs

**A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.**

Use of fees criterion

Data State

**To demonstrate compliance as a Data State, upload the following items in the in application documents section: data or documentation from official state records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show that revenues collected for the purposes of funding motorcycle training and safety programs were placed into a distinct account and expended only for motorcycle training and safety programs.**

#### Documents Uploaded

EX\_5 405(f) MC Account Transfer Report.pdf

FY2017 Budget Status Report.pdf

EX\_1 405(f) Use of Fees NRS486.372.pdf

FY2017 Budget Status Report Obligations DMV.pdf

EX\_3 405(f) Leg Budget Appropriation AB518\_EN.pdf

FY 2017 Summary Budget Status Report.pdf

FY2017 Summary Budget Status Report DMV.pdf

EX\_2 405(f) Appropriating Funds DMV NRS482.480.docx

EX\_4 405(f) 18-19 MC Budget 4691.pdf

405(f) Documents Index.pdf

FY2017 Budget Status Report Receipts Funding DMV.pdf

## 14 405(h) Nonmotorized

Nonmotorized information

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

## **15 Certifications, Assurances, and Highway Safety Plan PDFs**

### Documents Uploaded

Signed Certification & Assurances for FY 2019 Highway Safety Grants.pdf