State of Nevada
Office of Traffic Safety
Highway Safety Plan
2018

Nevada Department of
Public Safety
Office of Traffic Safety

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Governors Representative for Highway Safety

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Introduction

Zero Fatalities has been Nevada's official traffic safety goal since 2010 when it was adopted by the Nevada Executive Committee on Traffic Safety (NECTS). The NECTS oversees Nevada's Strategic Highway Safety Plan. These strategies are developed by multiple disciplines and partners across the state that review data and proven countermeasures for an identified traffic safety problem and allocate resources towards solving the problem. The Office of Traffic Safety (OTS) aligns its goals and activities to reduce Nevada's fatalities and serious injuries in conjunction with the Nevada Department of Transportation's (NDOT) Strategic Highway Safety Plan (SHSP).

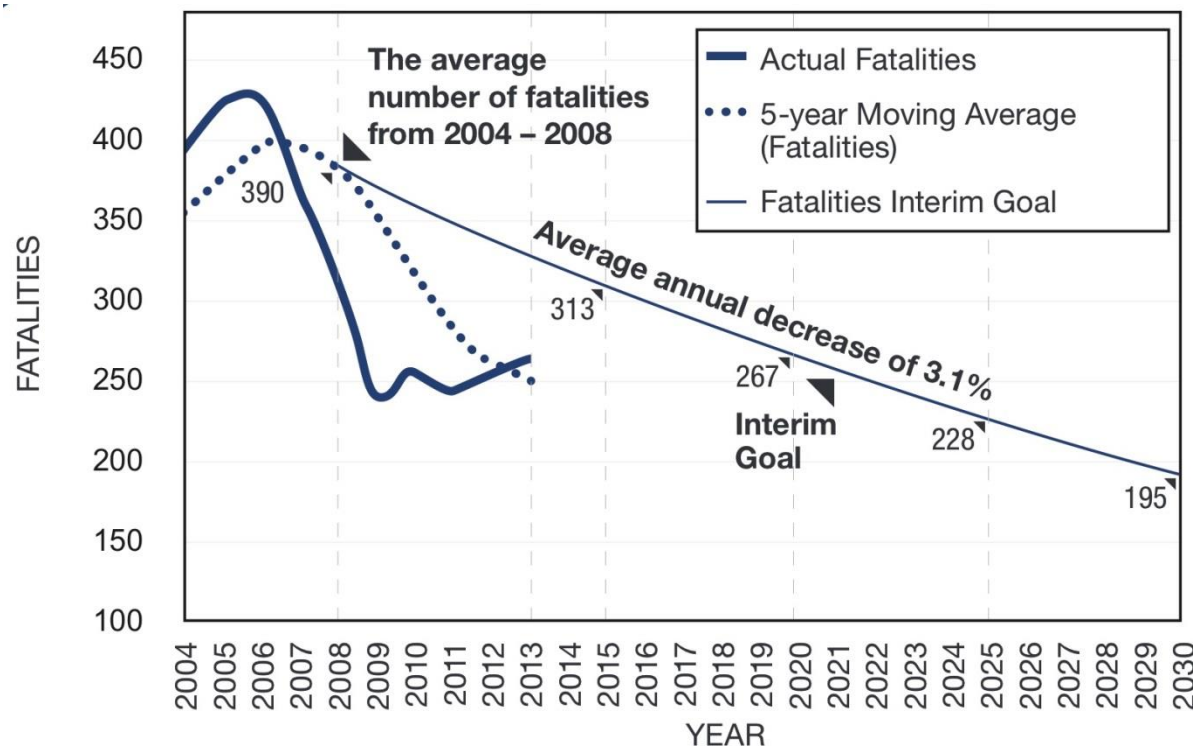
The FFY 2018 Highway Safety Plan (HSP) prepared by OTS and Highway Safety Improvement Plan (HSIP) prepared by NDOT have coordinated safety target goals for the three common core performance measures: number of motor vehicle fatalities, number of serious injuries, and rate of fatalities per annual vehicle miles traveled (AVMT). This is a significant step in the sharing of resources for an already strong partnership, and brings cohesiveness to the State's SHSP.

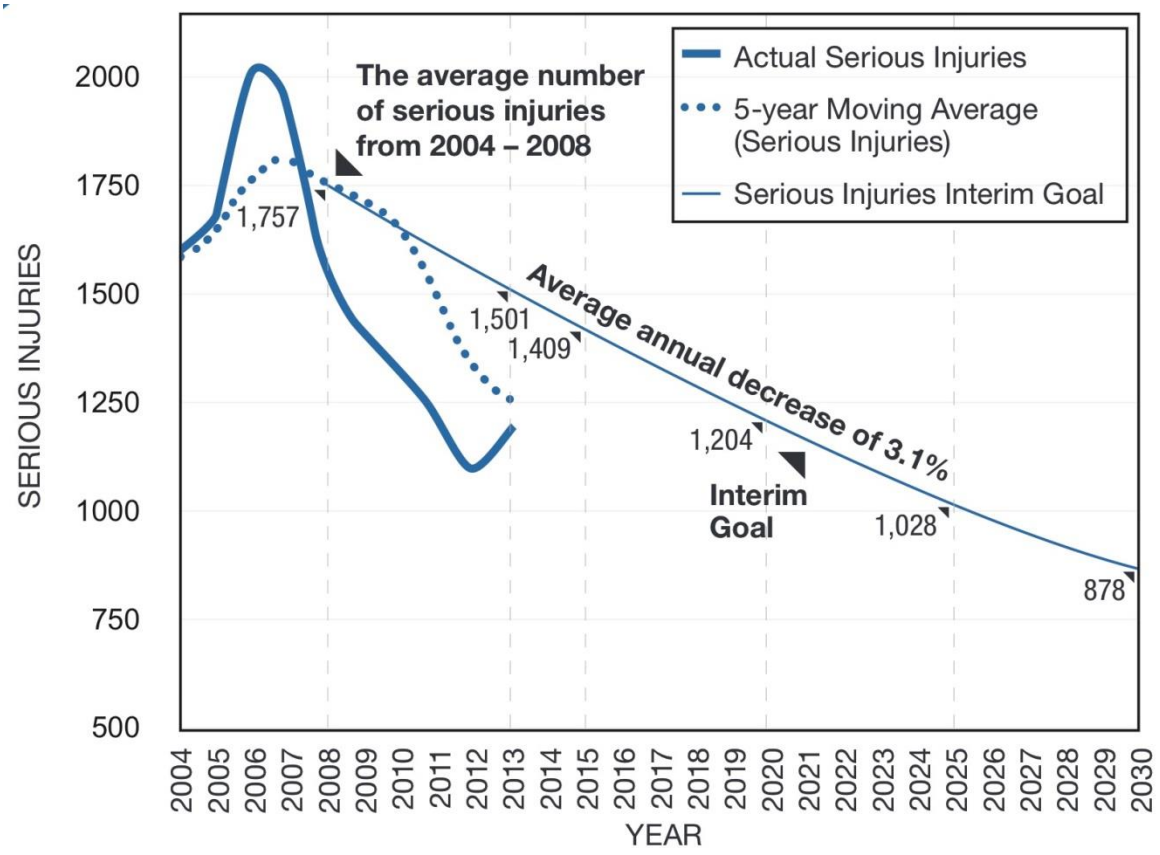
Critical emphasis areas (CEA) of the plan include Impaired Driving, Unrestrained Vehicle Occupants, Pedestrian Safety, Lane Departures (Distracted/Drowsy Driving), and Intersection Crashes (Red Light Running). Motorcycle Safety was adopted as the sixth emphasis area in 2014 due to a spike in these vehicle crashes and fatalities and Young Drivers was recently added as an emphasis area to continue our efforts to drive down crashes in the 15 – 20 year old age group and prepare Nevada's future generations of drivers

In November Nevada citizens passed a law, similar to other western states, legalizing the use of the recreational marijuana. A Governor's Task Force for the Regulation and Taxation of Marijuana was formed to provide specific recommendations for regulations and revenue. The Nevada traffic safety community is heavily engaged in developing new tools and education to combat drug/alcohol impaired driving.

OTS opened its grant proposal period in January 2017. Prioritizing these problem areas and providing applicants with resource guidance to available proven countermeasures helps to combat their local traffic problems. Funding for 2018 grant projects includes State funds awarded to OTS to manage behavioral projects that will support strategies in the unified SHSP.

Nevada's 2016-2020 SHSP is complete and the associated Action Plans will be updated annually. Nevada's Zero Fatalities Goals have been projected through 2030 with interim targets as described in these charts from the SHSP:


FATALITIES
450
400
350
300
250
200
150
100
The average number of fatalities from 2004 – 2008
390
313
267
228
195
Interim Goal
Average annual decrease of 3.1%
Actual Fatalities
5-year Moving Average (Fatalities)
Fatalities Interim Goal
2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030
YEAR


SERIOUS INJURIES
2000
1750
1500
1250
1000
750
500
The average number of serious injuries from 2004 – 2008
1,757
1,501
1,409
1,204
1,028
878
Interim Goal
Average annual decrease of 3.1%
Actual Serious Injuries
5-year Moving Average (Serious Injuries)
Serious Injuries Interim Goal
2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030
YEAR

High-visibility enforcement of traffic laws and a focus on community-level projects played a large part in the improvements of traffic safety in Nevada over the past decade. The state experienced its highest recorded number of traffic fatalities in 2006 at 432; and its lowest recorded number in 2009, with 243 fatalities. This 44 percent reduction in traffic fatalities was significant, but the trend has been moving slightly upward since 2009.

Throughout this Highway Safety Plan, you will read about critical traffic issues across Nevada, and how local agencies have proposed to reduce or eliminate fatalities and serious injuries caused by these problems. Statewide, the data indicates that males age 26–35 are represented in the majority of fatalities and serious injuries caused by impaired driving, lack of seat belt use, running off the road, or running a red light at an intersection. Being a pedestrian crash victim is the SHSP's fifth critical emphasis area, where the male 26–35 demographic is secondary only to males 36–55 years old. This is important to understand in funneling resources to enforcement, and to public education and awareness programs; this is the behavioral aspect of traffic safety countermeasures.

NDOT's Highway Safety Improvement Plan will focus on engineering remedies to reduce fatalities and serious injuries on Nevada's roads. As fatalities are reduced, the ability to reach the remaining risk-taking drivers, passengers, and vulnerable road users with safe driving messages will be even more difficult for OTS and its partners. In FFY2018, OTS will focus its efforts and resources on those most critical traffic safety problems identified by state and local agencies, and all SHSP partners, to progress toward Everyone's** goal of 'Zero Fatalities.'

*** 'Everyone' is the fifth-'E' of changing bad driving behavior; the first four are engineering, education, enforcement, and emergency medical systems.*

Highway Safety Planning Process

MISSION

To eliminate deaths and injuries on Nevada's roadways so everyone arrives home safely

HIGHWAY SAFETY PLAN

Nevada's Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive plan that provides a coordinated framework for reducing fatalities and serious injuries on Nevada's public roads. The SHSP establishes statewide goals and Critical Emphasis Areas (CEA) developed in consultation with federal, state, local, and private sector safety stakeholders. Nevada, under the leadership of Nevada Departments of Transportation and Public Safety, completed development of its first SHSP in 2006 and updated the plan again in 2016 (www.zerofatalitiesnv.com).
The 2016-2020 SHSP continues to reflect Nevada's top six traffic problem areas as seat belts, impaired driving, pedestrians, lane departures, motorcycles, and intersection safety.

A broad range of agencies and other organization partners participate in both the planning as well as the implementation process of the SHSP through the leadership of the Nevada Executive Committee on Traffic Safety (NECTS) and the Plan's Technical Working Group (TWG). During Nevada's recently held 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. Several resources are utilized to assist in the data analysis process, including the following:

- Data reflecting the increase/reduction for each CEA based on the interim goals of the SHSP
- Current CEA 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

DATA ANALYSIS, PROBLEM IDENTIFICATION, AND SETTING TARGETS

Data Analysis

The process involves a careful review of Nevada crash data in identifying the state's critical emphasis areas, or problem traffic issues. The current SHSP has seven CEA's: Impaired Driving, Intersections, Lane Departures, Motorcycles, Occupant Protection, Pedestrians and Young Drivers.

The SHSP as well as the Highway Safety Plan are data driven. Data helps determine where to focus efforts and resources, and evaluation of effectiveness. The majority of data used in developing and monitoring the SHSP is crash data involving fatalities and serious incapacitating injuries.

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, reduction of productivity, etc...

Information related to crash incidents, vehicles, drivers, and passengers is captured and maintained in a state repository. 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 may include 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. Location reference systems vary around the country, but are becoming increasingly dependent upon GPS for accurate location information.

Ideally a state should be able to track a citation from the time it is issued by a law enforcement officer through prosecution and disposition in a court of law. Citation information should be tracked and linked to driver history files to ensure unsafe drivers are not licensed. States have found that citation tracking systems are useful 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. Nevada's Citation and Accident Tracking System (NCATS) is used to collect this data.

Data Team

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 5Es; 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 Data Team, 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 2018 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

Crash Data and Trends

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018
Fatalities (Actual)	324	243	257	246	261	266	290	325	329	353	372	
Fatalities: 5-Year Moving Average PM1	390	360	326	289	266	255	264	278	294	313	334	333
# of Serious Injuries	1,558	1,412	1,328	1,219	1,099	1,196	1,206	1,337	2,146	2,217	2,515	
Serious Injuries: 5-Year Moving Average PM2	1,757	1,720	1648	1,489	1,323	1,251	1,210	1,211	1,397	1,620	1,884	1,883
Fatality Rate /100 Million VMT	1.56	1.19	1.16	1.02	1.08	1.08	1.15	1.25	1.24	1.31	1.36	
Fatality Rate: 5-Year Moving Average PM3	1.84	1.69	1.51	1.32	1.20	1.11	1.10	1.12	1.16	1.21	1.26	1.25
# of Unrestrained Passenger Vehicle Occupant Fatalities	91	74	77	64	63	57	65	72	76	84	90	
# Unrestrained: 5-Year Moving Average PM4	125	115	103	86	74	67	65	64	67	71	77	76
# of Fatalities Involving Driver or Motorcycle Operator w/ > .08 BAC	106	69	69	70	85	79	93	96	82	91	92	
w/ > .08 BAC: 5-Year Moving Average PM5	123	114	101	86	80	74	79	85	87	88	91	90
# of Speeding-Related Fatalities	93	94	81	76	102	90	100	111	125	136	147	
# Speeding: 5-Year Moving Average PM6	129	121	105	88	89	89	90	96	106	112	124	123
# of Motorcyclist Fatalities	59	42	48	41	43	59	63	55	74	76	82	
# Motorcyclist: 5-Year Moving Average PM7	54	52	50	48	47	47	51	52	59	65	70	69
# of Unhelmeted Motorcyclist Fatalities	15	2	10	5	10	7	8	11	12	14	16	
# Unhelmeted: 5-Year Moving Average PM8	12	10	9	8	8	7	8	8	10	10	12	11
# of Drivers Age 20 or Younger Involved in Fatal Crashes	50	37	23	26	35	30	39	39	39	44	46	
# Drivers 20 or Younger: 5-Year Moving Average PM9	62	59	50	41	34	30	33	33	36	38	41	40
# of Pedestrian Fatalities	56	35	36	46	55	65	71	66	81	84	89	
# Pedestrians: 5-Year Moving Average PM10	56	51	46	45	46	47	55	61	68	73	78	77
# Children Age 0-4 Fatalities	1	3	1	1	2	2	4	4	0	1	0	
# Children 0-4: 5-Year Moving Average PM12 only when restraint use was known	5	5	4	2	2	2	2	3	2	2	2	1
# Bicycle Fatalities	7	6	6	4	3	7	8	10	6	9	10	
# Bicyclists: 5-Year Moving Average PM13	7	9	8	7	5	5	6	6	7	8	9	8
# Distracted Driving Fatalities			14	21	15	20	15	15	7	10	6	
# Distracted: 5-Year Moving Average PM14						18	17	17	14	13	11	10
% Observed Belt Use for Passenger Vehicles—Front Seat Outboard Occupants	90	90	93	94	91	95	94	92	89			
# of Seat Belt Citations Issued During Joining Forces-Funded Enforcement Activities	6,762	3,692	5,463	5,588	4,413	2,795	3,648	2,561	2,356			
# of Impaired Driving Arrests Made During Joining Forces -Funded Enforcement Activities	494	1,014	832	554	1,226	543	720	491	624			
# of Speeding Citations Issued During Joining Forces -Funded Enforcement Activities	15,345	19,561	16,612	14,863	14,422	12,124	23,964	24,955	29,381			

OTS Numbers	Trend	Target

Demographics

The majority of Nevada's population (96 percent) is located within 70 miles of two metropolitan areas:

Las Vegas on I-15, 40 miles from the California border; and Reno, 450 miles to the north and just 10 miles from the California border on I-80. Much of this population experiences commute times of over an hour.

The remaining balance of Nevada (roughly 300 x 500 miles) is rural with less than four percent of the remaining population. Eighty-five percent of Nevada land is under federal control.

The majority of traffic crashes and fatalities in Nevada occur in the two urban areas of Las Vegas and Reno. These cities experience the typical problems of any metropolitan area, where the current rate of maintenance on infrastructure is far shy of the need. Additionally, the influx of 40 million visitors adds to roadway users and traffic safety issues.

Clark County and the Las Vegas Metropolitan Area encompass 74 percent of the State's total population, where growth and the construction industry were white hot in the last decade. Subdivisions, strip malls, apartment complexes, new homes, office buildings, and hospitals were built during these times, but the infrastructure of roadways could not keep up with that pace. A typical arterial in Las Vegas is four to six lanes wide, with a median speed limit of 45 mph. It is conducive to moving cars quickly through the area, but is not safety-oriented for the driver, occupants, or vulnerable road users like pedestrians.

Washoe County and the cities of Reno and Sparks have 15 percent of the state population and are considered Nevada's second urban area. The 'urban' area of Reno is a much smaller city, being more mountainous and recreational than the Las Vegas desert. The area is also dependent on the tourism industry, but is more diversified with mining and other industrial entities moving to Nevada because of its business tax breaks. Outdoor recreational facilities also abound in Northern Nevada.

The rural areas of the state present a particular problem as they encompass 73 percent of the geographical area, but only contain six percent of the population. A small subset of rural counties have evolved into "bedroom" communities for the urban areas of the state, and have significantly increased commuter traffic on the predominately two-lane roads and highways. The balance of the state is classified as rural/frontier.

The industries in this area are primarily local services, and mining.

Fatalities

Nevada experienced its highest recorded year for motor vehicle fatalities in 2006 (431). 2006 was also the year that the State's first SHSP was implemented.

Fatalities in Nevada decreased 44 percent from 2006 (its highest recorded year) to 2009 (its lowest recorded year) in a short four-year period. Along with the majority of other states, however, fatality numbers have increased almost steadily since then, an 11 percent increase was seen between 2014 and 2015 however preliminary information indicates fatalities increased only one percent in 2016.

The Nevada fatality rate per 100,000 population reveals and per 100 Million Vehicle Miles Traveled helps to provide a clearer picture of Nevada crash rates, as any increase or decrease in the State's relatively small numbers can otherwise reflect a volatile percentage swing.

Fatality Rates: Nevada vs U.S.

Year		Fatalities Per 100 Million Vehicle Miles Traveled	Fatalities Per 100,000 Population
2010	Nevada	1.16	9.51
	U.S.	1.11	10.67
2011	Nevada	1.02	9.05
	U.S.	1.1	10.42
2012	Nevada	1.08	9.47
	U.S.	1.14	10.75
2013	Nevada	1.08	9.53
	U.S.	1.1	10.39
2014	Nevada	1.15	10.21
	U.S.	1.08	10.25
2015	Nevada	1.25	11.24
	U.S	1.13	10.92

The final selections of projects for this 2018 Highway Safety Plan were based on:

1. The analysis of Nevada highway safety information system data
2. An applicant's effectiveness or ability to improve the identified problem
3. DPS-OTS program assessments and management reviews conducted by NHTSA
4. Nevada's Strategic Highway Safety Plan (SHSP)
5. Partner efforts and/or review provided by the:

- Department of Health and Human Services
- Statewide Community Coalitions
- Traffic Records Coordinating Committee
- Attorney General's Substance Abuse Work Group (Impaired Driving Subcommittee)

Nevada Highway Patrol (NHP) Multidiscipline Incident Response Team (MIRT)
- Statewide law enforcement agencies
- University of Nevada-Reno School of Medicine, Center for Traffic Safety Research
- University of Nevada-Las Vegas, Transportation Research Center, Vulnerable Road Users Project

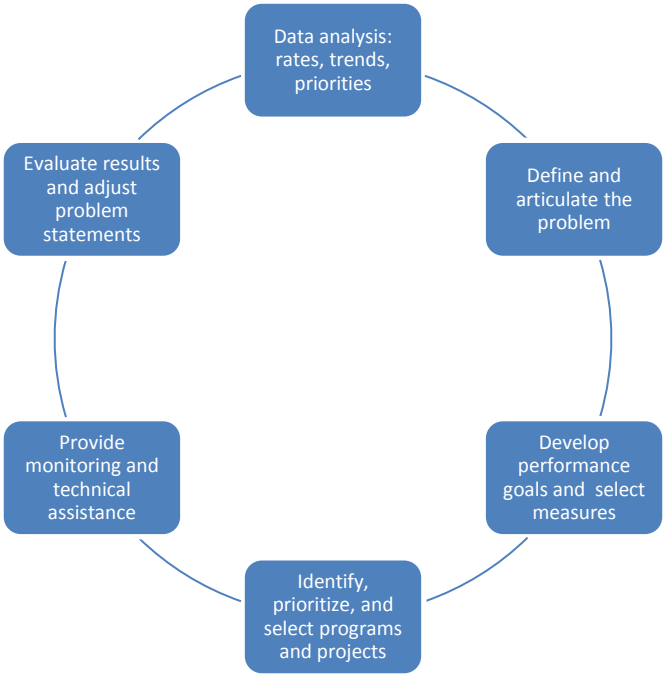
OTS also develops statewide projects in cooperation with other state, local, and non-profit agencies that partner on the SHSP. Local strategies and projects are developed by working with those agencies that have expressed an interest in implementing an evidence-based traffic safety project in their community or jurisdiction in the annual OTS Request for Funds grant applications.

Once a grant award is made to a sub-recipient, negotiations are conducted as needed to develop specific targeted objectives and to ensure that budgets are appropriate for the activities to be performed. Key stakeholders include:

- The motoring public
- Nevada Department of Motor Vehicles
- Nevada citizens
- Nevada Department of Transportation
- Department of Public Safety (DPS) – Nevada Highway Patrol
- Nevada Child Death Review Board
- Nevada Department of Health & Human Services
- Office of Emergency Medical Systems
- Northern Nevada DUI Taskforce
- State Child Passenger Safety (CPS) Advisory
- Attorney General Substance Abuse Work Group
- Safe Kids and other Child Passenger Safety Advocacy Groups
- Nevada Sheriffs and Chiefs Association
- University of Nevada (Reno & Las Vegas)
- Regional Transportation Commissions (MPO)
- Health, Child and Family Services (EUDL)
- Nevada Committee on Testing for Intoxication
- Traffic Records Coordinating Committee
- Nevada Department of Education
- Nevada Administrative Office of the Courts
- Southern Nevada Injury Prevention Task Force
- Indian Health Services

The Goal Setting Process

The highway safety planning process is circular and continuous. For example, at any one point in time, OTS may be working on previous, current, and upcoming fiscal year plans. In addition, due to a variety of intervening and often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates. The planning process diagram and chart visually capture the steps in the planning process:



Funding Strategy

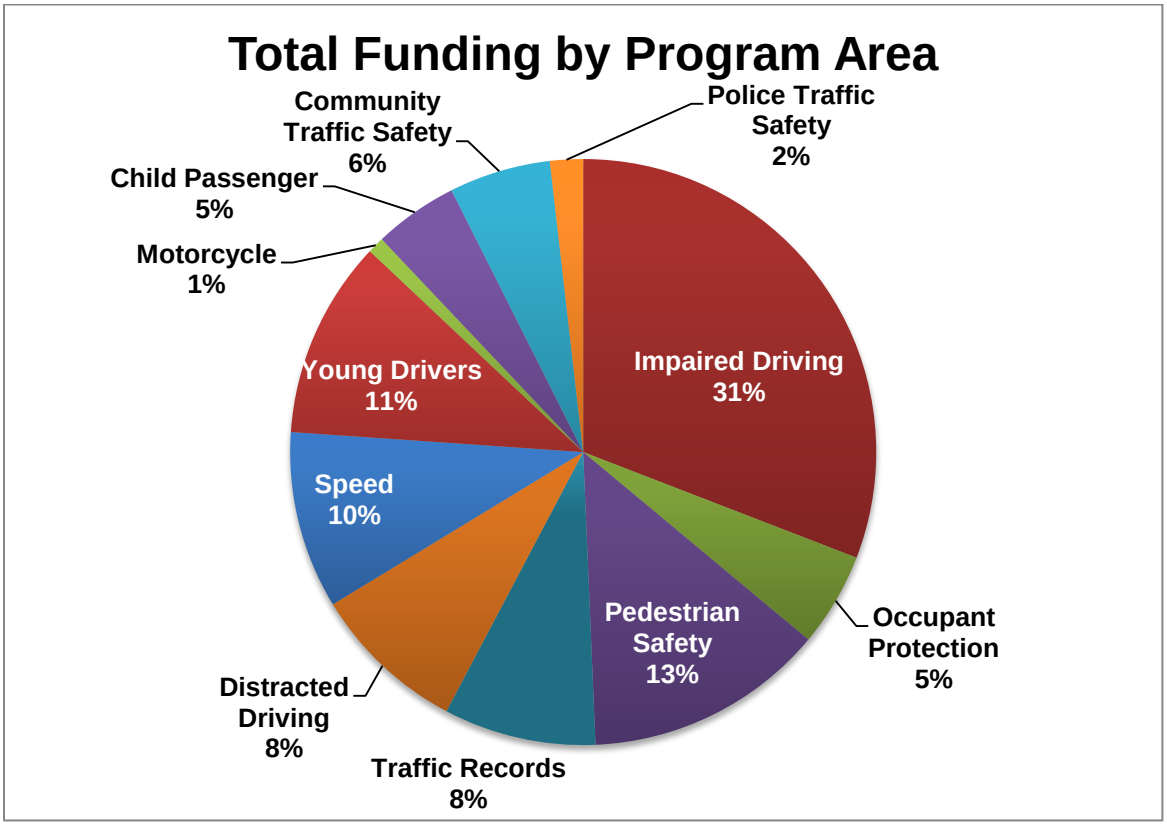
The Nevada Department of Public Safety–Office of Traffic Safety (DPS–OTS) annually awards federal funds to state, local, and non-profit organizations to partner in solving identified traffic safety problems.

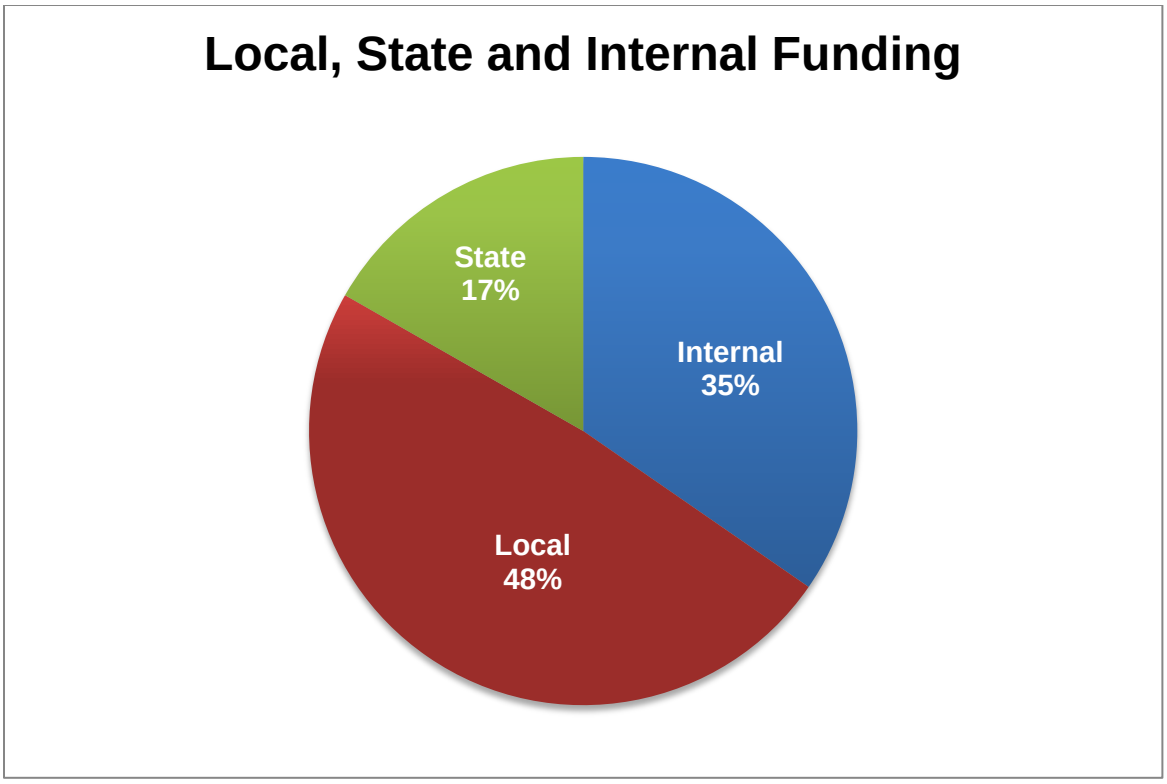
Funds awarded are strictly for use in reducing deaths and serious injuries caused by motor vehicle crashes through the implementation of programs or strategies that address driver behavior in priority problem areas. These program areas, in alignment with the Strategic Highway Safety Plan (SHSP), are:

- Impaired Driving
- Occupant Protection
- Pedestrian Safety
- Motorcycle Safety
- Distracted Driving
- Young Drivers

Federal grant funds are also awarded in other program areas:

- Traffic Records
- Speed and Traffic Enforcement
- Child Passenger Safety
- Bicycle Safety


Total Funding by Program Area
Community Traffic Safety 6%
Police Traffic Safety 2%
Child Passenger 5%
Motorcycle 1%
Young Drivers 11%
Impaired Driving 31%
Speed 10%
Pedestrian Safety 13%
Occupant Protection 5%
Distracted Driving 8%
Traffic Records 8%


Local, State and Internal Funding
State 17%
Internal 35%
Local 48%

Countermeasures and Project Selection

Formal project selection begins with organizations submitting a Request for Funds (RFF), or grant proposal, for the coming year to OTS for projects that address at least one of the critical program areas and/or support strategies found in Nevada's SHSP, and as identified in the RFF. For the FFY 2018 funding cycle OTS initiated a Letter of Interest process with the intent 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 Interest included requests for projects focused on Nevada's most recent data. Criteria used to select projects include:

•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

Once proposals are submitted, OTS and a Peer Review Committee review and score all grant applications and then prioritize them for award. The most promising project proposals are accepted, as funding levels permit, and are noted in this Highway Safety Plan under the Performance Measure they address.

Monitoring and Technical Assistance

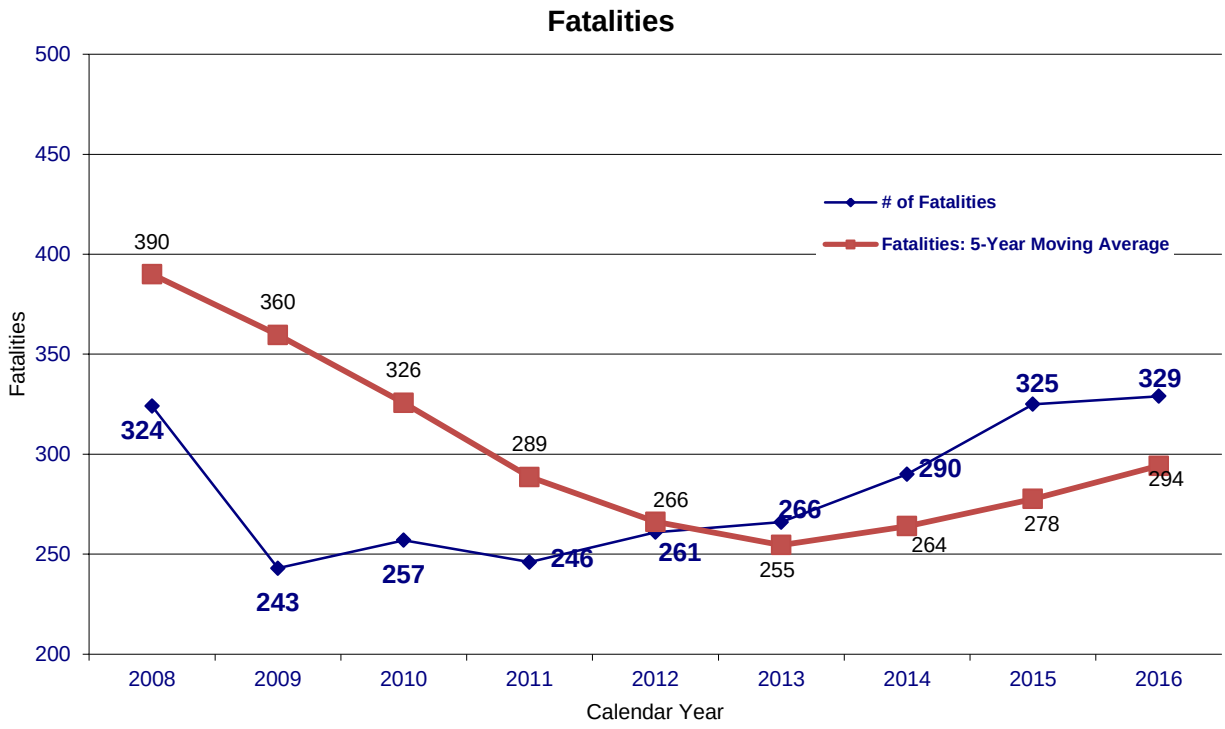
Projects awarded to state, local, and non-profit agencies are monitored to ensure work is performed in a timely fashion and in accordance with the project agreements, or grant contract. OTS conducts a Risk Assessment on the projects recommended for award prior to notification of approval and assigns a risk level to each. A monitoring plan is then developed that takes this risk level into account. Monitoring is accomplished by observing work in progress, examining products and deliverables, reviewing activity reports, facilitating desk correspondence, and conducting on-site visits. As a matter of practice OTS performs a desk audit of each claim and monthly progress report prior to acceptance or payment.

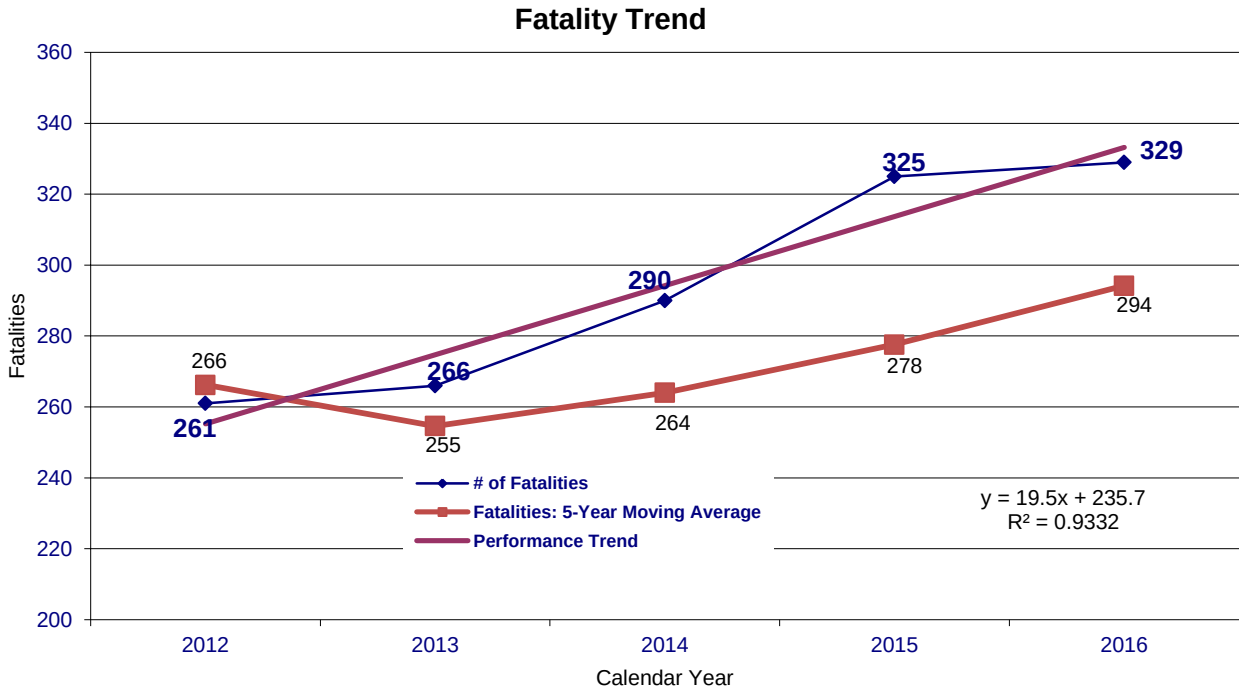
In addition, OTS program managers provide technical assistance to grantee project directors on an as-needed basis. Assistance includes providing and analyzing data, helping with fiscal management, providing report feedback, and giving tips for effective project management.

Annual Report

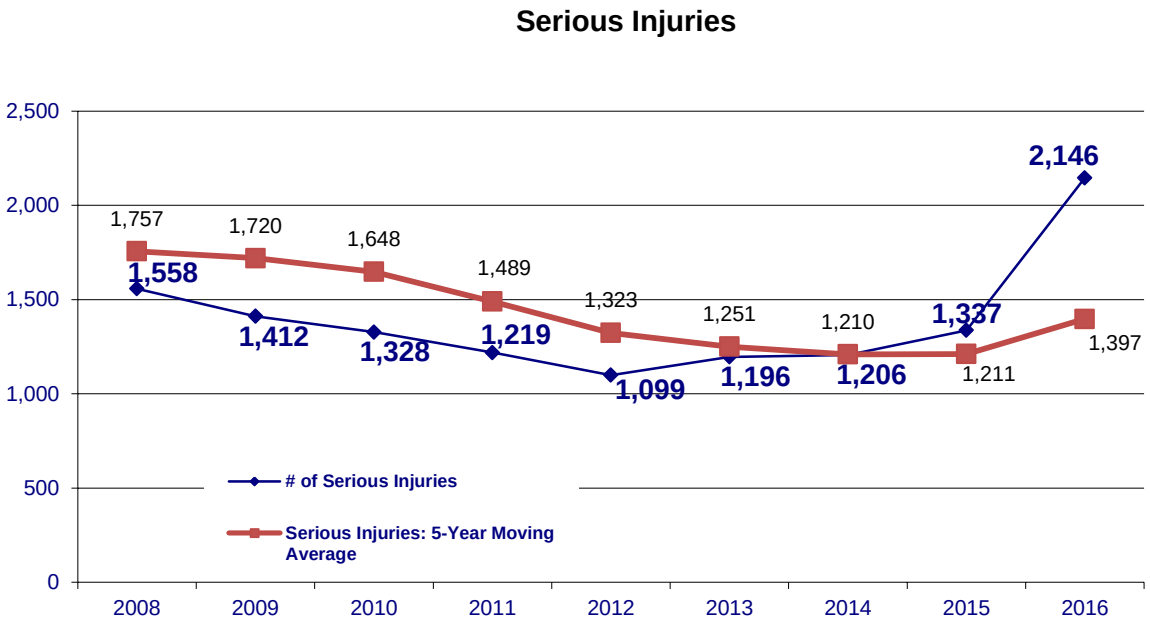
After the end of the grant year, each sub-recipient is required to submit a final report detailing the successes and challenges of the project during the year. This information is used to evaluate future projects and to substantiate the efforts of OTS in reducing fatal crashes and serious injuries.

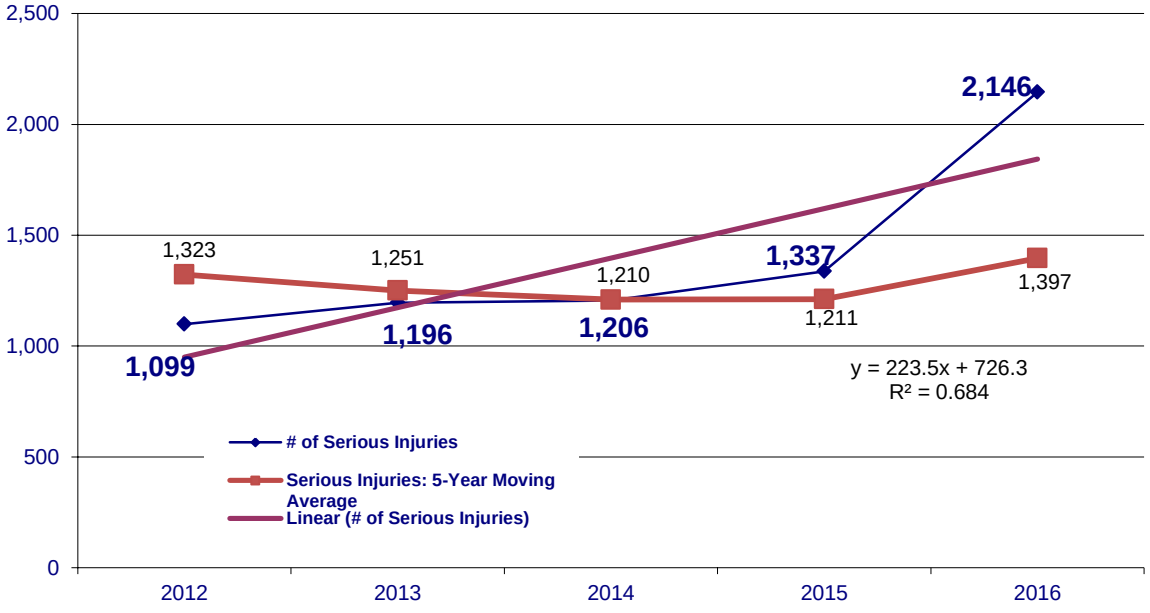
PERFORMANCE MEASURE 1 - NUMBER OF NEVADA TRAFFIC FATALITIES



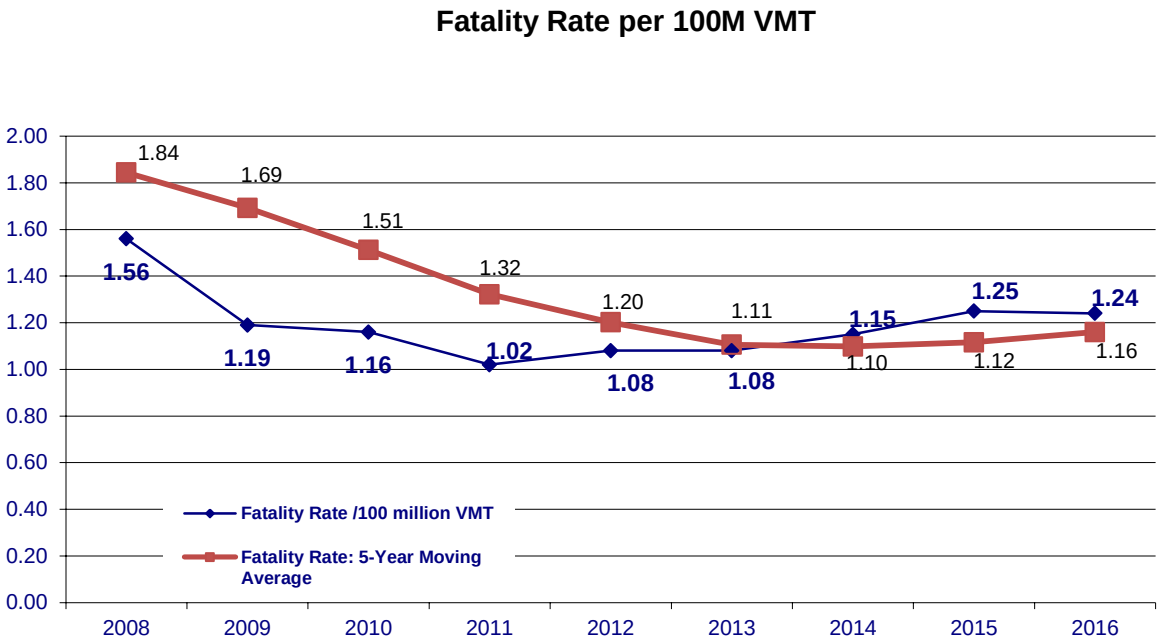


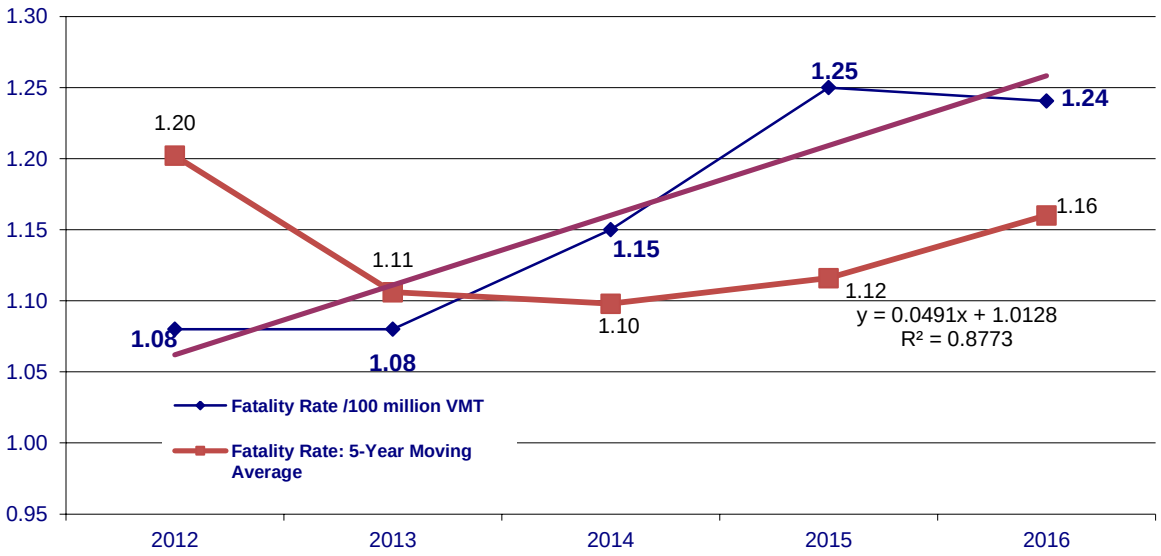
PERFORMANCE MEASURE 2 - NUMBER OF SERIOUS INJURIES FROM MOTOR VEHICLE CRASHES





PERFORMANCE MEASURE 3 - TOTAL FATALITY RATE PER 100 MILLION VMT





Justification for Performance Target

2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

FY 2018 Target

Performance Measure 1: Nevada Traffic Fatalities

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

Performance Measure 2: Nevada Traffic Serious Injuries

Decrease the upward trend so that the 2011-2015 five-year moving average of 1211 serious injuries is 1,883, which is less than the projected 1,884 serious injuries by December 31, 2018.

Performance Measure 3: Fatalities per 100M Vehicle Miles Traveled (VMT)

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

Problem ID Analysis

What: Fatalities and serious injuries in Nevada showed a steady upward trend, after a decrease from 2008 to 2009. This is in line with the rest of the nation, as it's postulated that the recent 2005 to 2013 recession resulted in higher gas prices, and people driving fewer miles in their cars. Motorcycle vehicle usage also increased (as have fatalities), as have other transportation alternatives, like walking and the use of scooters and mopeds.

From 2011 to 2013, Nevada's fatality rate per 100 million vehicle miles traveled (VMT) and the rate per 100,000 capita were continuously below the national rate. Beginning in 2014 the VMT and per capita rate in Nevada equaled or exceeded the national averages and have continued to climb.

Who:

Fatalities between 2010-2014:		1,320
Category	**Actual**	**Percent**
Unrestrained	326	25%
Impaired	396	30%
Motorcyclists	254	19%
Pedestrians	272	21%

Serious Injuries between 2010-2014:		7,723
Category	**Actual**	**Percent**
Unrestrained	970	13%
Impaired	757	10%
Motorcyclists	981	13%
Pedestrians	675	9%

Where: Clark County and the Las Vegas metropolitan area continue to represent the highest fatality percentage statewide, with the Reno/Sparks area at second. All other Nevada counties, which are by and large rural, combined account for 24 percent of fatalities.

When: The majority of all roadway fatalities occurred on weekends (Friday, Saturday, and Sunday). Nevada is a '24/7' state, with the majority of public facilities and businesses staying open all hours. The peak time period for fatal crashes is after 8:00 p.m. when poor visibility and impairment contribute to bad choices to walk out in the roadway or drive home after a few drinks.

Why: Excessive speed has consistently been a factor in about one-third of all fatal crashes in Nevada. In 2016 Nevada's observed seat belt use rate dropped below 90% and preliminary information shows that roughly 42% percent of Nevada's passenger vehicle occupant fatalities were unrestrained.

Strategies

- Encourage additional partners and traffic safety advocates to participate in high visibility enforcement of Nevada safety belt, DUI, distracted driving, pedestrian, and speeding laws.
- Provide continuous education to Nevada legislators and the public about the advantage of having a primary vs. a secondary seat belt law.

Other Strategies

- Conduct a statewide, sustained, multi- jurisdictional law enforcement program that includes highly visible enforcement events on safety belts, alcohol, speed, distracted driving, and pedestrian safety.
- Enhance the ability of law enforcement to conduct public education through localized programs and provide equipment, training, and/or overtime.
- Fund public information and paid and earned media endeavors to support safety belt, alcohol, distracted driving, speed, and pedestrian enforcement events and increase public awareness.
- Coordinate, facilitate, and fund specialized training for traffic safety partners such as ARIDE/DRE, Drowsy Driving recognition education, Impaired Driving prosecution training, and training for SHSP leaders.

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 1:

Chapter 1 – Alcohol and Drug Impaired Driving
Chapter 2 – Seat Belts and Child Restraints
Chapter 3 – Aggressive Driving and Speeding

Chapter 4 – Distracted and Drowsy Driving
Chapter 5 – Motorcycle Safety
Chapter 6 – Young Drivers
Chapter 8 – Pedestrians

SHSP strategies are also included in the OTS Highway Safety Plan and are not limited to the following:

- Maximize DUI enforcement through training, coordination, education, and funding
- Understand and address the increase in "under the influence of other substances" crashes
- Enhance/increase educational opportunities for motorcycle riders on safety and conspicuity
- Maximize proper restraint use with enforcement and public outreach campaigns.
- Improve driver and pedestrian awareness and behavior
- Increase targeted enforcement and education programs on high risk behaviors, such as distracted driving, driving too fast for conditions and drowsy driving

To see all strategies from Nevada's Strategic Highway Safety Plan, please log on here: www.zerofatalitiesnv.com.

Funding Source
See funding sources and amounts on page 79.

Related Projects

TS-2018-NVOTS 658-00050 – Nevada Office of Traffic Safety – Joining Forces Master
Funding Source: 402, 405(d)
Joining Forces is an evidence-based traffic safety enforcement program (TSEP) which has been successful in increasing enforcement for all critical emphasis areas. In FY16, 26 agencies participated in Joining Forces; this program has been very effective in all five focus areas, Impaired Drivers- Riders, Distracted Drivers, CIOT, Pedestrian Safety, and Speed. Periodic, high-intensity and sustained, high visibility enforcement (HVE) efforts are proven countermeasures to change drivers behavior. The efforts of multiple law enforcement officers in a specific location for a set period of time amplifies the effectiveness of HVE and reducing dangerous driving behaviors, crashes, injuries and fatalities. Additionally, using traffic stops to interdict narcotics, guns, and contraband can be an effective crime control strategy as a secondary benefit resulting from HVE. Using data and agency knowledge of high crash and fatalities to identify high incident locations, the Office of Traffic Safety (OTS) will engage and fund Nevada law enforcement agencies to conduct HVE events throughout the state. A set calendar of events supporting NHTSA's national campaigns is created yearly and provides the law enforcement a focus for HVE. Each agency will provide a pre and post press release to their local media partners announcing the campaign to be conducted, dates of these campaigns and local data to justify the events. Upon completion of events, a post press release providing the outcome of events will be provided to the same media contacts. Press conferences will be conducted to align with NHTSA's national high visibility mobilizations such as CIOT and Impaired Drivers. The 2017 HVE calendar is provided as an example, 2018 calendar is still under development.

EVENT #	EVENT SCHEDULE October 1, 2016 – September 30, 2017			
1	IMPAIRED DRIVERS/RIDERS	Oct 15-Nov 1, 2016	405(d)	$
2	DISTRACTED DRIVERS	Nov 2-Nov 13, 2016	402-DD	$
3*	CLICK IT OR TICKET	Nov 14-Dec 10, 2016	402-OP	$
4	IMPAIRED DRIVERS	Dec 16, 2016 -Jan 3, 2017	405(d)	$
5	SPEED	Jan 4-Jan 18, 2017	402-Spd	$
6	DISTRACTED DRIVERS	Jan 19-Jan 30, 2017	402-DD	$
7	IMPAIRED DRIVERS	Feb 1-Feb 15, 2017	405(d)	$
8	SPEED	Mar 1-Mar 14, 2017	402-Spd	$
9	IMPAIRED DRIVERS/RIDERS	Mar 15-Mar 29, 2017	405(d)	$
10	DISTRACTED DRIVERS	Apr 1-Apr 15, 2017	402-DD	$
11	PEDESTRIAN SAFETY	Apr 16-Apr 30, 2017	402-Ped	$
12	IMPAIRED DRIVERS/RIDERS	May 1-May 7, 2017	405(d)	$
13*	CLICK IT OR TICKET	May 10-May 31, 2017	402-OP	$
14	PEDESTRIAN SAFETY	Jun 1-Jun 9, 2017	402-Ped	$
15	SPEED	Jun 10-Jun 28, 2017	402-Spd	$
16	IMPAIRED DRIVERS/RIDERS	Jun 30-Jul 14, 2017	405(d)	$
17	SPEED	Jul 15-Jul 30, 2017	402-Spd	$
18	PEDESTRIAN SAFETY	Aug 7-Aug 14, 2017	402-Ped	$
19*	IMPAIRED DRIVERS/RIDERS	Sep 1-Sep 15, 2017	405(d)	$
	TRAVEL		402-Trvl	$
	TOTAL			

TS-2018-NVOTS 658-00029 – Nevada Office of Traffic Safety – Program Management – Joining Forces

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

This project will provide resources for the management and operation of the DPS-OTS Joining Forces program. Joining Forces focus areas include pedestrians, seat belts, motorcycles, impaired, lane departures and intersection crashes.

TS-2018-NVOTS 658-00026 – Nevada Office of Traffic Safety – Professional Development

Funding Source: 402

This program provides resources for OTS staff and Nevada traffic safety partners to attend or participate in conferences, training, courses, or similar events that further enhance their knowledge and skills to combat traffic fatalities and serious injuries. No travel or similar continuing education budgets will be supplanted via this project. The project aims to provide at least five SHSP partners with the resources necessary to attend specific and pertinent training and/or education that contributes to eliminating fatalities and serious injuries on NV roadways. Most of this training is usually unanticipated or is not fully confirmed before the grant applications are due to OTS for the coming grant year.

TS-2018-NVOTS 658-00023 – Nevada Office of Traffic Safety – Program Management - NDOT Administration

Funding Source: NDOT

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

TS-2018-NVOTS 658-00038 – Nevada Office of Traffic Safety – Law Enforcement Liaison

Funding Source: 402

High Visibility Enforcement (HVE) is a proven countermeasure in reducing the incidence of traffic fatalities and serious injuries. But HVE demands constant training, analysis of changing crash data, identifying the problem areas, reconfiguring enforcement events and strategies, and ensuring that partner agencies have the resources needed to effect change in driving behaviors. HVE must be consistently applied in problem crash areas to keep the numbers trending down.

A Law Enforcement Liaison provides assistance and program management to the SHSO in implementing grant projects with law enforcement agencies statewide, including HVE but also other police traffic countermeasures. In 2017 OTS added a Law Enforcement Liaison to serve Southern Nevada and the Las Vegas metropolitan area. Nevada's size, population distribution, and distance between cities and towns contribute to the necessity of having Law Enforcement Liaisons that serve large regional areas, Northern and Southern.

TS-2018-NVOTS 658-00024 – Nevada Office of Traffic Safety – Planning & Administration

Funding Source: 402

OTS professional and administrative staff creates the annual Highway Safety Plan and then award, authorize, monitor, and evaluate grant-funded projects throughout the grant year. To accomplish the various tasks necessary to support grant activities, planning and administrative functions are performed as needed. OTS staff members are diverse and play a vital role in

determining performance measures and performance goals; setting up and coordinating administrative meetings, researching materials; disseminating materials; and coordinating general office administration. The planning and administrative staff also handles fiscal duties; respond to questions from the general public; maintain records per state and federal record retention requirements; monitor projects; maintain correspondence; and perform a variety of other tasks related to support of the OTS mission and purpose. Without this support, it would be impossible for the OTS program personnel to adequately and efficiently administer the grant funds awarded to the state and granted out to local and state partners. Highway Safety Performance Plan Common Performance Measures Planning, administration, and other management costs are provided from a percentage of some NHTSA awards to the state to cover these costs, as allowed. This grant project will provide funding for the planning and administration of the FFY 2018 Highway Safety Plan at DPS-OTS.

TS-2018-NVOTS 658-00040 – Nevada Office of Traffic Safety – Marketing & Media

Funding Source: NDOT

In order to accomplish these goals, OTS will apply a strategical approach by employing targeted communication tactics to educate the public, to promote positive behavioral change. Make efficient use of available budget to establish annual plans for media placement. Purchasing in advance provides savings and more impactful campaigns; ensure that social norming messaging and media placement will coincide with enforcement-specific efforts; Leverage media dollars during nationally funded campaigns such as May CIOT and Aug-Sept Labor Day Impaired Driving by utilizing or incorporating the National campaign buys. Leverage additional support from Nevada's Zero Fatalities program to strengthen the impact of synchronized campaign messages to the public, maximize the media exposure for each campaign and increase the added-value opportunities provided to OTS by media partners. Place safety messages at high-profile public venues such as sports arenas where a high volume of people will see safety messages; be present at events that connect with the public individually in support of safety campaigns. Look for relevant tie-ins and integrated messaging from both public and private groups, as applicable (i.e. Blue Man Group, Zappos.com, DMV, etc.) Collaborate with safety partners and Zero Fatalities ambassadors encourage social media interactions related to traffic safety messaging and capitalize on the large social media networks of media partners. Leverage existing organic resources and networks whenever possible in order to extend the impact of our campaigns. Tap into national content and research, encourage media partners to engage in campaigns, work with other state Departments, create training ties with large local businesses, etc.

TS-2018-NVOTS 658-00042– Nevada Office of Traffic Safety – 2018 Traffic Safety Summit

Funding Source: NDOT

OTS partners with the Nevada Department of Transportation annually to sponsor the Nevada Zero Fatalities Traffic Safety Summit. The Summit alternates between Reno and Las Vegas and includes two and a half days of speakers, workshops, breakout sessions, a motorcycle forum, and vendor demonstrations. Attendees include private and public agencies, subgrantees, tribal representatives, local law enforcement and RTCs, insurance companies, and Nevada's SHSP

partners and CEAT team members. Attendance has grown annually with the 2016 Summit seeing over 250 in attendance. The costs of the Summit are shared with Nevada Department of Transportation.

TS-2018-NVOTS 658-00037 – Nevada Office of Traffic Safety – HSP & Annual Report Project

Funding Source: 402

This project will provide the necessary funding for two annual required documents. 1. The Highway Safety Plan - this plan must be developed in conjunction with the SHSP. 2. The Annual Report - this report is a compilation and evaluation of all of the projects funded and managed by the OTS. The Highway Safety Plan is a compilation of the projects that the OTS will fund, conduct, oversee, and manage for the federal fiscal year. The Annual Report is an evaluation and compilation of all the projects conducted and the outcomes related to those projects conducted in the prior year.

TS-2018-NVOTS 658-00060 – Nevada Office of Traffic Safety – Public Information Officer

Funding Source: 402

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

TS-2018-NVOTS 658-00059 – Nevada Office of Traffic Safety – Traffic Safety Outreach

Funding Source: NDOT

Public education and awareness of the dangers and consequences of poor driving and walking behaviors has always played a critical role in contributing to serious injuries and fatalities in Nevada. Nevada is experiencing an uptick in traffic fatalities from its low of 243 in CY2009. OTS works with many community partners to organize, sponsor, and promote outreach events. These events engage and educate many community businesses and their employees as they get involved in the activities. Being involved in specific activities enhances the impact and the length of time the message is remembered. And they have a substantial impact on changing behaviors. OTS organizes and promotes safety belt, impaired driving, and related traffic safety education to the State's minority populations as well as synchronized events to specific focused campaign flights strengthening public education. It has been shown that the presence of trained, uniformed officers assisting with these educational events extends the impression of the message and improves the reception.

TS-2018-WC DA-00063 – Washoe County D.A.'s Office – Traffic Crash Investigation

Funding Source: 405(c)

DUI fatalities continue to be a major concern in the U.S., and recidivism among DUI offenders is a significant issue in the U.S. Historically, drivers with prior DUI convictions are overrepresented in fatal crashes and that risk elevates as the number of prior convictions increases (Platt and Chepke, 2011). Prosecutors' offices across the country are responsible for convicting drivers who have maimed or killed others while under the influence of alcohol or drugs.

In Nevada, a conviction for DUI causing death or substantial bodily harm carries a sentence of 2 - 20 years without the possibility of probation. (NRS 484C.430) Often, more than one person is injured or killed and many judges run sentences consecutively, greatly increasing prison time and keeping these individuals off the roads for significant periods of time.

If a charge has to be reduced or dismissed due to inability to prove the criminal elements, the result is usually no prison time and the offender is free to hurt others in similar crashes. Much of the evidence needed to prove a felony charge needs to be collected at the scene, hospital or jail and is lost if not collected immediately.

Prior to 2009, the Washoe County D.A.'s Office assigned investigators to be on-call to respond to the scene of any fatal crash or crash where a felony prosecution is likely. Most often, these crashes were alcohol-related, involving death or substantial bodily harm. The D.A. Investigator's role was to advise and assist the police with the sole concern being that of the viability of a criminal prosecution. Police accident investigators have multiple responsibilities and concerns at these scenes including, police coverage of their jurisdiction, traffic flow, overtime and, of course, the investigation itself. The on-scene D.A. Investigator was the advocate for a criminal prosecution, ensuring that evidence is preserved and collected, the drivers identified, proximate cause established and proper procedures are followed with admissibility in court the ultimate goal. Most large law enforcement agencies do a good job with this aspect of a crash, but the D.A. Investigator program took some of the burden off the police detectives. This program was discontinued in 2009 due to budget cuts. The four major law enforcement agencies in Washoe County are supportive of re-starting this program.

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

Funding Source: 405(c)

The Sparks Police Department's Major Accident Investigation Team (MAIT) has lost more than fifty percent of its members through attrition (reassignment, promotion, retirement, and resignation from the position). The remaining half of the MAIT members along with new members assigned to the team (ten total), were discovered to be deficient in training and certification in traffic crash reconstruction, auto-pedestrian traffic collision investigation, and forensic mapping (diagramming). This lack of training and inexperience impacts the accuracy of data being collected on traffic-related crashes causing substantial injury or death. Without accurate data on major traffic crashes, essential traffic safety information can be misidentified

which can impact the effectiveness of countermeasures to reduce injuries and deaths associated to crashes.

Providing necessary training to members of MAIT will provide them with the skills needed to determine how a crash likely occurred by being able to analyze and interpret information that has been collected through the course of the investigation. This allows MAIT officers to describe the crash and the events leading to actual impact in as much detail as possible; including determination of speed, human factors related to crashes, and resulting mechanisms of injury. Additionally, officers will be able to virtually reconstruct the traffic crashes with the use of GPS and forensic mapping equipment, which "closes the information loop" by explaining how the crash occurred and determining causation factors of the crash appropriately.

The aforementioned skills and abilities support the Office of Traffic Safety's goal to have complete, accurate, and timely traffic records and crash data.

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

Funding Source: NDOT

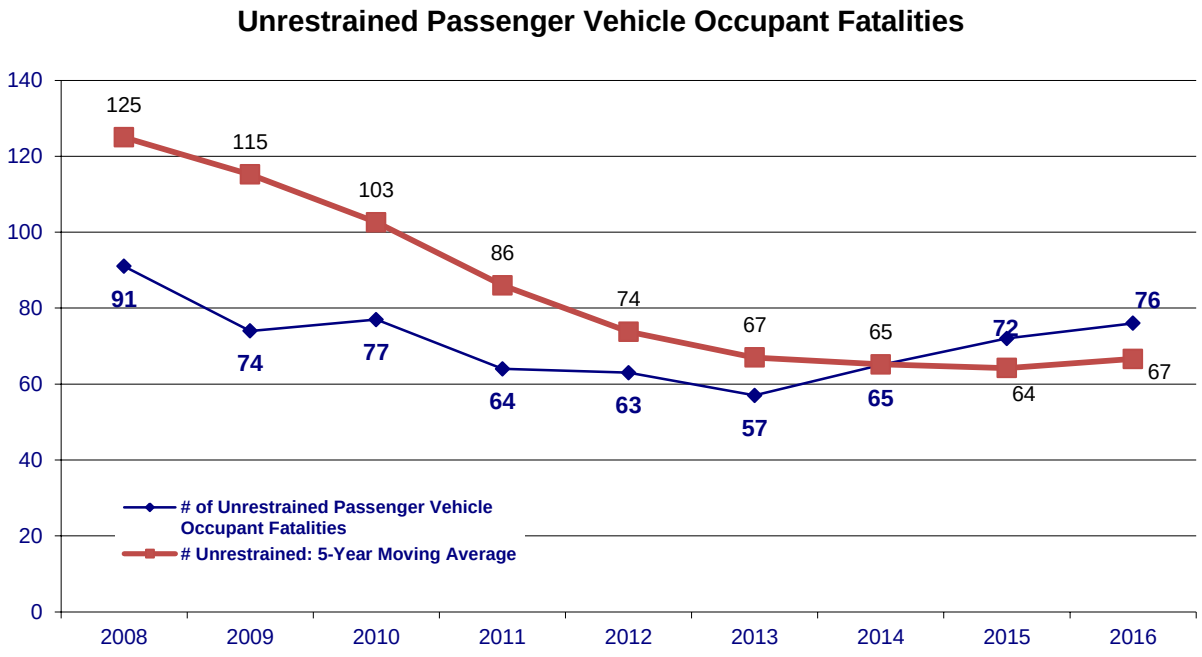
Nevada crash and fatality rates still exist, and even since last year to date, have risen. People may know the right things to do, however through complacency, familiarity, laziness, forgetfulness, and being human, they continue to make poor choices - and need to be reminded to do the right things so that they, their passengers and others on the road around them are safe behind the wheel of vehicles, on the roads, highways and sidewalks throughout our state.

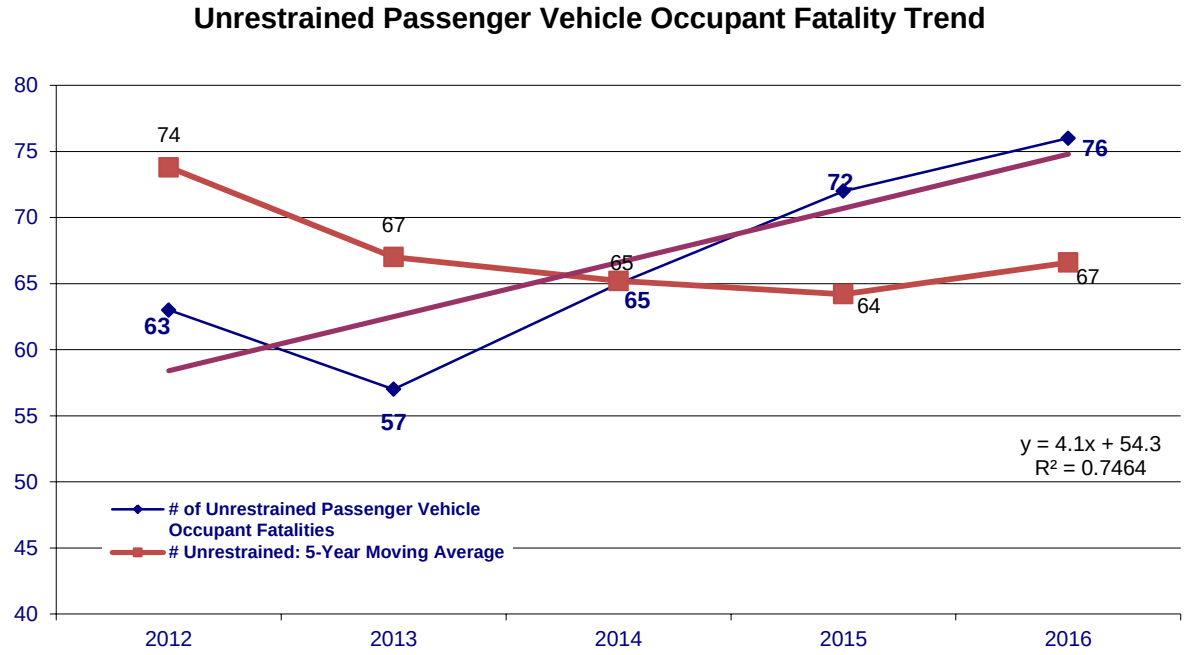
By broadcasting radio and or radio and television messages, Nevadans will be reminded audibly and visually over the course of the grant year as they listen and view these messages, that they need to be mindful of road safety and of the things they need to do to stay safe within their vehicles and on the roads, highways and sidewalks from destination to destination to avoid crashes and ultimately fatalities.

Part of the solution can be to broadcast awareness and reminder messages, to place them in front of their ears and eyes to be reminded of what they need to do while on the roads.

Nevada Broadcasters Association Non-Commercial Sustaining Announcements (NCSA's) through Public Education Partnership (PEP) messages broadcast on our member radio or radio and television stations can reach both urban and rural people throughout the various parts of Nevada.

PERFORMANCE MEASURE 4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Positions





Justification for Performance Target
2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

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

Problem ID Analysis
What: Between the years of 2011-2015, there were 321 unrestrained vehicle occupant fatalities on Nevada roadways.

Who: White male drivers aged 21 to 34 are involved in most unbelted fatalities and serious injuries, followed by male drivers aged 55 to 64.

Where: Nearly two-thirds of the unrestrained fatalities and serious injuries occur in Clark County.

When: The highest number of unrestrained fatalities and serious injuries occur on Saturday.

Why: A large portion of the unrestrained fatalities and serious injuries occur in single vehicle crashes followed by non-collision crashes. Nearly half (48%) were either totally or partially ejected from the vehicle.

Strategies
- Combine seat belt and child passenger safety educational outreach during all child passenger safety seat inspection events.
- Conduct an impromptu observational seat belt survey during all child passenger safety seat inspection events.
- Continue to provide educational programs and partner with other traffic safety advocates on safety belts, child passenger safety, proper seating and the use of child restraints.

Countermeasure Strategy
OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 4:

Chapter 2 – Seat Belts and Child Restraints

Funding Source
See funding sources and amounts on page 79.

Related Projects

TS-2018-NVOTS 658-00027 – Nevada Office of Traffic Safety – Program Management – Occupant Protection
Funding Source: 402, 405(b)
This project will provide resources for the management and operation of the DPS-OTS occupant protection program including the facilitation of occupant protection countermeasures and projects to increase seat belt usage by all vehicle occupants.

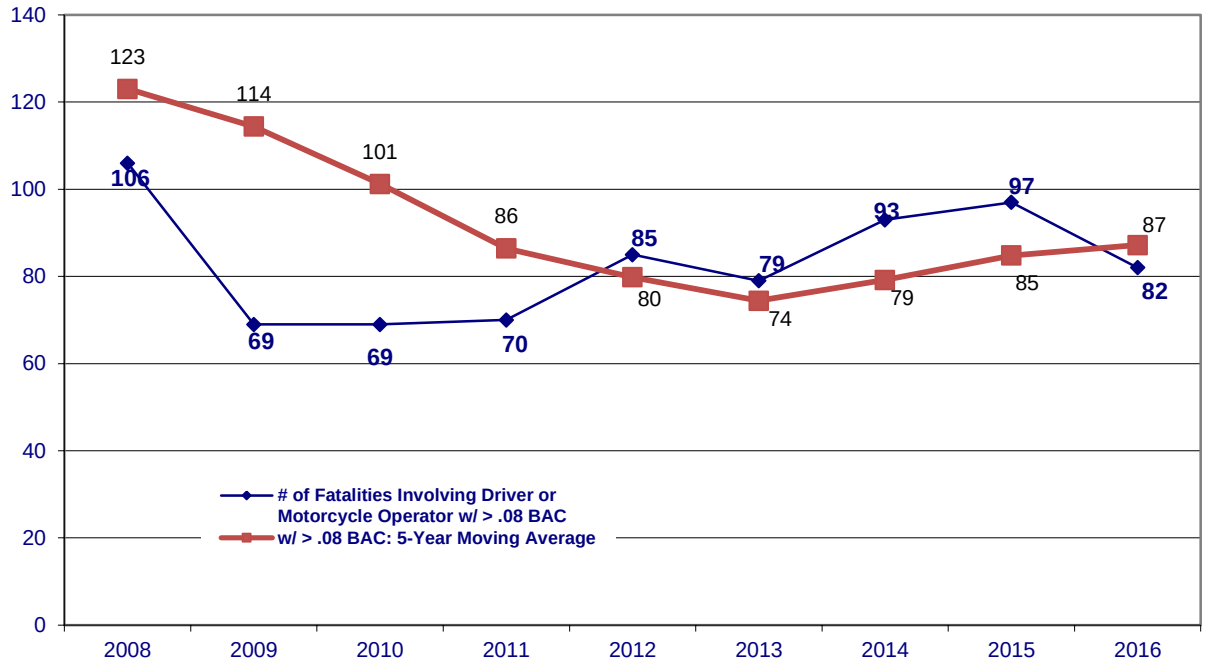
TS-2018-UNLV 00083 – Board of Regents, Nevada System of Higher Education, obo UNLV – Observational Seat Belt Use Survey
Funding Source: 405 (b)
This project will provide resources to conduct Nevada's official observational seat belt survey. The goal is to determine the rate of daytime seat belt use by motorists across Nevada in 2018 per required federal methodology. The results also serve to measure the effectiveness of occupant protection campaigns promoting seat belt usage sponsored by the Office of Traffic Safety in conjunction with those sponsored by the National Highway Traffic Safety Administration (NHTSA).

TS-2018-CCSD 00072 – Clark County School District – Child Passenger Safety Outreach
Funding Source: NDOT
This project will provide resources to conduct outreach/education to students on the consequences of failing to utilize car passenger safety restraints. The outreach programs will be held during school hours and school sponsored events.

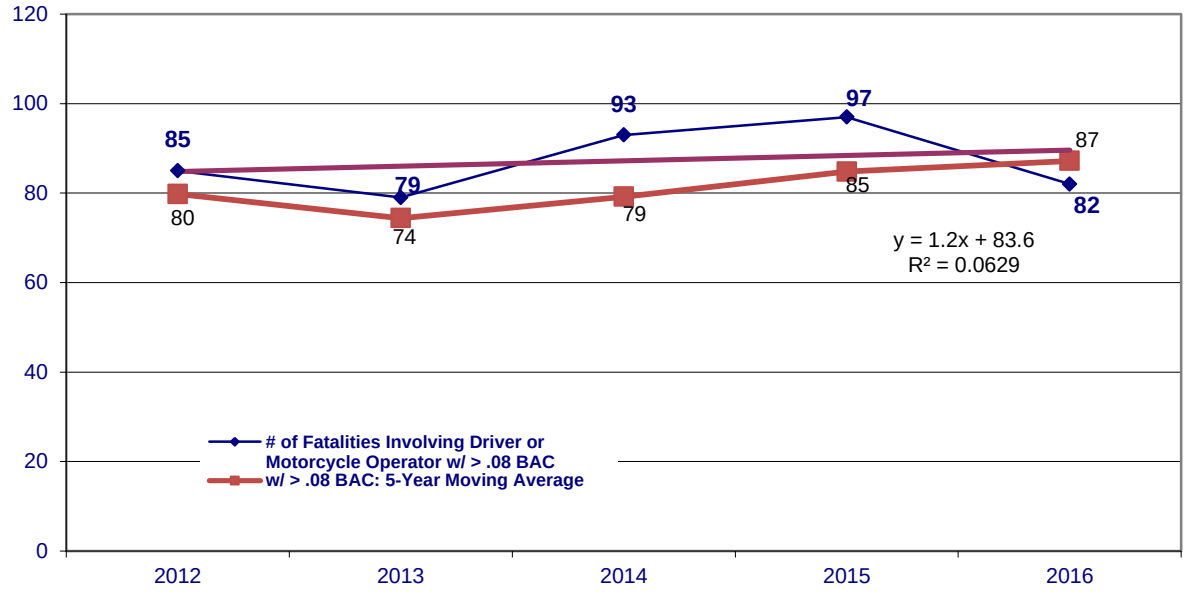
TS-2018-NVOTS 658-00057 – Nevada Office of Traffic Safety – OP Assessment
Funding Source: 405 (b)
This project will provide resources to conduct a NHTSA-facilitated program assessment.

PERFORMANCE MEASURE 5 NUMBER OF FATALITIES INVOLVING A DRIVER OR RIDER WITH BAC OF 0.08 OR ABOVE

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



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



Justification for Performance Target

2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

FY 2018 Target

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

Problem ID Analysis

Impaired driving has been a consistent problem in Nevada and a common cause of motor vehicle crashes resulting in injuries and death. Impaired Driving crashes on Nevada Roadways tragically killed 271 and seriously injured 501 people between 2013 and 2015. Despite decades of efforts, the number of fatalities as a result of an impaired driver still accounts for 30% of all fatalities in Nevada, and has in fact increased every year since 2010. From 2015 to 2016 the Las Vegas Metropolitan Police Department (LVMPD) saw a 112% increase in fatal crashes involving an impaired driver. Carson City alone has seen a 54% increase in DUI arrests compared to the same period of 2016.

Nationally, driving increased 3.5 percent over 2014, the largest uptick in more than a decade according to the U.S. Federal Highway Administration. With low gasoline prices, an improved Nevada economy and more discretionary income people are driving more in general which could contribute to an increase in Nevada's alcohol-related fatalities in 2015 that are higher than they have been since 2008.

What: Between 2011 and 2015, there were 426 fatalities from alcohol-related impaired driving crashes. Preliminary data for 2016 indicates there were 149 alcohol and/or drug related fatalities. The type and number of vehicles included in these fatalities were primarily passenger cars, with pickup trucks second.

In consideration of the total impact of impaired driving on Nevada, the state considers additional data such as property damage and non-serious injuries as a result of suspected alcohol and/or drug impaired driving between 2012 and 2015.

- 4,070 property damage crashes as a result of suspected driver impairment from alcohol and/or drugs
- 4,651 total injury crashes as a result of suspected driver impairment from alcohol and/or drugs
- 7,022 non-serious injuries in a crash as a result of suspected driver impairment from alcohol and/or drugs

Who: For 2011 to 2015, male drivers aged 25 to 34 were involved in most impaired driving fatalities and serious injury crashes, followed by male drivers aged 45 to 54. 69% of injury and property damage crashes with suspected impairment were male drivers.

Where: According to the most recent SHSP, between 2011 and 2015, 65% of impaired fatalities and serious injuries occurred in Clark County with Las Vegas as its center. 68% of impaired-related fatalities and 80% of serious injuries occurred on urban roadways.

When: Two-thirds of the impaired-related fatalities occurred between 6 p.m. and 6 a.m. The highest proportion of impaired driving fatalities and serious injuries occur during weekends.

Why: In 2012, Nevada was 5th in the nation for alcohol consumption per capita according to the National Institute on Alcohol Abuse and Alcoholism. Nevada's economic wellbeing relies heavily on the gaming industry that provides alcohol twenty four hours a day, seven days a week. Casino property patrons are often times served alcohol at no cost.

Special events, local monthly wine walks, and beer crawls that attract as many as 12,000 to 15,000 attendees at 30 alcohol establishments also boost the economy. Additionally, discounts at non-gaming properties such as "all you can drink" specials, 50 cents shots and drinking games are encouraged. The World Series of Beer Pong is also held in Las Vegas annually. These practices create a culture of binge drinking which costs the state of Nevada $1.9 billion a year according to the CDC.

Top Las Vegas events include the National Finals Rodeo, the Miss USA Pageant, NASCAR Racing, and multiple high profile boxing events. Reno/Sparks events include Street Vibrations (one of the largest motorcycle rallies in the nation), Hot August Nights (a classic car show that brings hundreds of thousands of visitors to Northern Nevada), Great Eldorado BBQ Brews and Blues Festival, Best in the West Nugget Rib Cook-off (drawing over a half million visitors) and the National Championship Air Races to name a few. With these events come an influx of alcohol and/or drug consumption, a permissive attitude and an increased risk of impaired driving as attendees find their way home from these events.

Nevada Law enforcement agencies (LEA) throughout the state participate in DUI enforcement saturation patrols throughout the year that target high incident areas of impaired crashes, fatalities and DUI arrests. For the upcoming grant cycle, Nevada increased the number of jurisdictions receiving DUI enforcement funding to include Reno Police Department and Nye County Sheriff's Office in addition to Las Vegas Metro Police Department and Nevada Highway Patrol. The University of Nevada Reno Police Department also received funding for extra patrols in and around the university campus to address party intervention and increase enforcement of underage drinking laws at special events.

In 2015, according to Nevada's Criminal History Repository, 8,813 drivers were arrested for driving under the influence and 84% were first time offenders. NHTSA reports that 71.1% of DUI fatalities are by those without a previous conviction, but not necessarily a previous offense. The State cannot arrest its way out of the impaired driving problem however Nevada can consider

and implement additional aspects of NHTSA's Guidelines for an effective Impaired Driving Program with identified efforts in prosecution and adjudication.

Impaired driving cases can be highly complex and difficult to prosecute, presenting a challenge for all involved in effective conviction of DUI offenders. Prosecution's role is to aggressively and effectively prosecute impaired driving cases yet often newer and less experienced prosecutors are up against seasoned and well-funded DUI defense teams. Continuing from the 2017 grant cycle, OTS provides funding to the Nevada Office of the Attorney General, for a Traffic Safety Resource Prosecutor (TSRP) to coordinate and deliver training, technical and courtroom assistance to prosecutors and law enforcement in jurisdictions throughout the state to increase consistent and vigorous prosecution in impaired driving cases. Regular dissemination of best practices to the criminal justice communities regarding all aspects of DUI cases will strengthen Nevada's ability to increase conviction rates of DUI cases.

With the legalization of recreational marijuana in Nevada as of January 2017 it is too early for Nevada to determine the total impact on state impaired driving statistics it is most likely to increase drug-impaired driving arrests and crashes due to marijuana impairment as other states have seen after legalization. According to the latest research by the AAA Foundation for Traffic Safety, one state reported that fatal crashes involving drivers who recently used marijuana doubled after the state legalized the drug. There were 23 bills at the 2017 Nevada legislature to regulate the marijuana industry. One of the bills signed into law by the Governor requires impaired drivers to be tested by a blood test which will require a warrant.

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. With funding from Responsibility.org in 2016 and 2017 Nevada will be able to train and certify an additional 70 officers to become highly effective officers skilled in the detection and identification of persons impaired by alcohol and/or drugs.

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.

OTS works with the Administrative Office of the Courts (AOC) to coordinate and deliver professional development opportunities to Nevada judges and DUI Courts that may include out-of-state or in-state seminars and workshops.

The 24/7 Sobriety program in Nevada started with a pilot program at Reno Justice Court in 2016. With positive results a second pilot program was identified and will be implemented in 2017. OTS worked with the Office of the Attorney General to develop a 24/7 Sobriety statewide policy and coordinate a Steering Committee to expand the program to additional jurisdictions throughout the state. The program provides intensive monitoring for alcohol and drug abstinence with immediate action for violations.

The 2017 Nevada legislature passed a mandatory six-month all offender Ignition Interlock law including first-time DUI offenses with a compliance-based removal requirement. The legislation also addressed the indigent demographic with reduced fees to address the financial hardship exclusion of the past Nevada law. People convicted of first-time DUI are less likely to reoffend if they have installed an Interlock according to a study by the Insurance institute for Highway Safety and interlock devices reduce repeat offenders after device removal by 39% compared to offenders who never installed device. In 2015 there were 1,227 active interlocks that stopped 6,099 attempts to drive over the legal limit of .08 BAC.

Nevada will continue efforts to improve the administration of the Ignition Interlock program and delivery to a larger eligible population utilizing best practices and support from the Association of Ignition Interlock Program Administrators (AIIPA) and technical assistance from the Traffic Injury Research Foundation (TIRF).

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 5:

Chapter 1 – Alcohol Impaired and Drugged Driving

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.

Deterrence countermeasures include the following sections:

1. Laws,
2. Enforcement,
3. Prosecution and Adjudication,
4. DUI Offender Treatment, Monitoring and Control,
5. Prevention, Intervention, Communications and Outreach,
6. Underage Drinking and Drinking and Driving,
7. Drug Impaired Driving

Other strategies as outlined in the SHSP include, but are not limited to:

- Maximize DUI enforcement through training, coordination, and education
- Aggressively reduce impaired driving through education and public awareness
- Support efforts toward mandatory statewide alcohol server training, stronger ignition interlock law and policy, evaluation of all DUI offenders including first time offenders
- Enhance DUI education within existing national/regional impaired driving programs
- Continue to expand support to the judicial system and encourage the development of new DUI courts and prosecutor training
- Promote alternatives to driving impaired, such as designated drivers, safe rides provided for impaired drivers and public transportation
- Expand the "24/7" program to additional jurisdictions throughout the state.

Funding Source

See funding sources and amounts on page 79.

Related Projects

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

Funding Source: 402, 405(d)

The Nevada Office of Traffic Safety will encumber and manage the fiscal resources necessary to provide staff time and operational needs of OTS that relate directly to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of impaired driving projects within that program area. This grant provides funds for direct program management and direct costs incurred for the impaired driving program by professional and administrative staff.

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

Funding Source: 405(d)

NHTSA facilitated Impaired Driving Program Assessment

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

Funding Source: 405(d)

The project provides an opportunity to ensure that Nevada Prosecutors and Judges have access to the latest information on the "best practices" for successful prosecution and adjudication of impaired diving cases, and how they may be applied under Nevada Laws. This is an ongoing project as new laws and decisions made by appellant courts continue to modify the laws as they relate to criminal justice area including: arrest, evidence, prosecution and adjudication (with or without specialty courts). The legalization of both medical and recreational marijuana will bring additional challenges to impaired driving cases.

Enforcement:

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

Funding Source: 405(d)

DUI Saturation patrols at NHP are supported with overtime funding to decrease alcohol and/or drug-impaired driving crashes, injuries, and fatalities as well as increase DUI arrests to keep Nevada roadways safer. NHP impaired driving enforcement efforts focus on weekends, special events and holidays with higher incidences of impaired driving fatalities such as Cinco de Mayo and St. Patrick's Day events.

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

Funding Source: 405(d)

LVMPD Traffic Bureau Officers use the DUI Van to assist with DUI saturation patrols and DUI checkpoints throughout the year as well as a high profile public relations tool, and a reminder of the risks of impaired driving. The project funds officer time while operating the DUI van and the services of a licensed phlebotomist at the DUI checkpoints. The van contains evidentiary breath testing equipment and a holding area to transport offenders under arrest. The DUI van is also used in conjunction with the "Every 15 Minutes" program (underage drinking awareness), as well as used for appearances at local schools, safety fairs, and high profile public events such as NASCAR.

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

Funding Source: 405(d)

In 2016 45% of fatal collisions in the LVMPD jurisdiction involved an impaired driver. LVMPD DUI Saturation patrols are supported with overtime funding to decrease alcohol and/or drug-impaired driving crashes, injuries, and fatalities and to increase DUI arrests across the LVMPD jurisdiction to keep Las Vegas roadways safer.

TS-2018-Nye-Co SO-00091—Nye County Sheriff's Office—Impaired Driving
Funding Source: 402
Nye County Sheriff's Office (NCSO) intends to reduce the frequency of DUI crashes and impaired driving with increased and aggressive DUI enforcement patrol and by creating and implementing a comprehensive public awareness campaign. The project will provide overtime funding for a deputy to perform DUI enforcement to high risk areas during traditionally high DUI times. NCSO DUI arrests increased from 377 in 2014 to 428 in 2016.

TS-2018-RPD-00122—Reno Police Department (RPD)—Impaired Driving
Funding Source: 405(d)
RPD will conduct high-visibility DUI Saturation patrols which will be supported by overtime funding to decrease alcohol and/or drug-impaired driving crashes, injuries, and fatalities and to increase DUI arrests across the RPD jurisdiction to keep Washoe County roadways safer.

TS-2018-OAG-00062—Office of the Attorney General—TSRP Updating the Enforcement
Response Funding Source: 405(d)
Funding is provided to the Nevada Office of the Attorney General, for a Traffic Safety Resource Prosecutor (TSRP) to coordinate and deliver training, technical and courtroom assistance to prosecutors and law enforcement in jurisdictions throughout the state to increase consistent and vigorous prosecution in impaired driving cases.

TS-2018-NVOTS 658-00020—Nevada Office of Traffic Safety—OTS Impaired Training Program/ ARIDE, DRE
Funding Source: 405(d)
This project increases the number of Nevada officers trained and certified in ARIDE and DRE. The goal is to provide ARIDE classes statewide, to train 30 additional DRE students per year and provide ongoing continuing DRE education to help officers maintain their DRE certification.

TS-2018-UNR-00064—University of Nevada Reno— Impaired and Pedestrian Safety
Funding Source: NDOT
University Police Services enforces underage drinking as part of normal patrol. The department attempts to maintain a zero tolerance environment, but with a student body of over 21,000 and a department of 25 sworn officers, sometimes the odds are overwhelming. It's difficult to allocate the needed resources to address this problem without grant funds. This grant will provide the department the opportunity to place a priority on underage drinking enforcement.

DUI Courts:

TS-2018-LVJC-00075—Las Vegas Justice Courts—Las Vegas Justice DUI Court
Funding Source: 405(d)
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. This project provides partial funding for the DUI Case Manager's position.

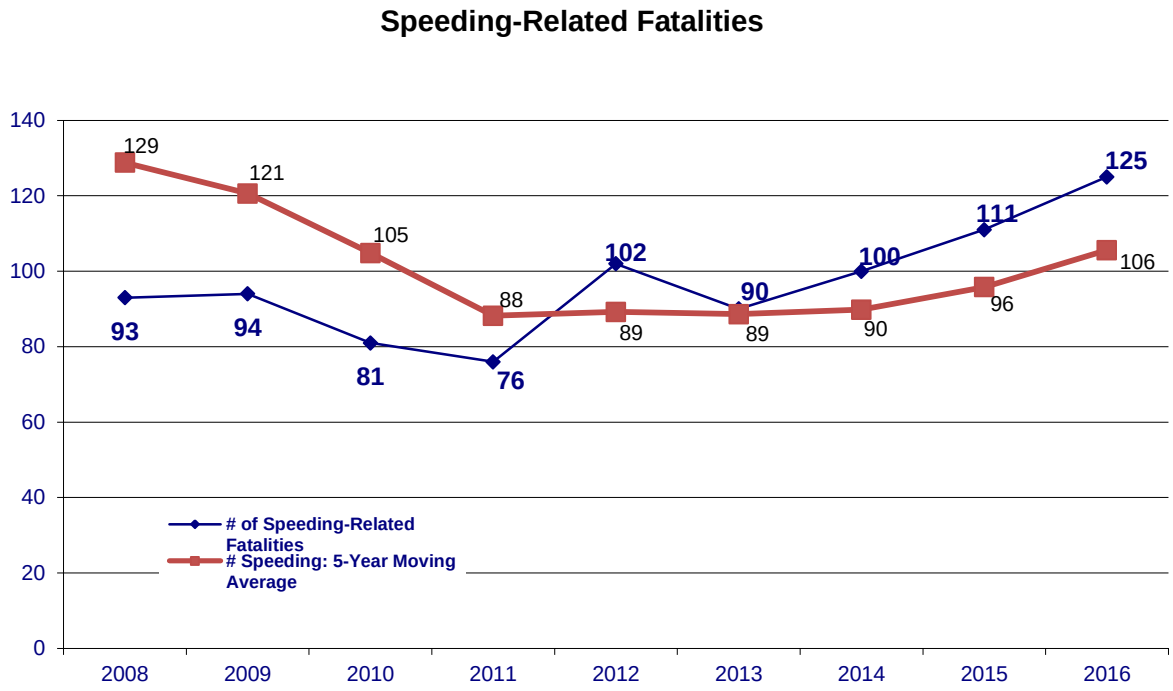
TS-2018-CC District Court-00068—Carson City District Court—Felony DUI Court
Funding Source: 405(d)
The Carson City District Court manages the Felony DUI Court targeting third-time offenders, the Mental Health Court, and the Misdemeanor Treatment Court for high BAC misdemeanor DUI cases to change behaviors and lower recidivism. This project provides partial funding for the DUI Case Manager's position.

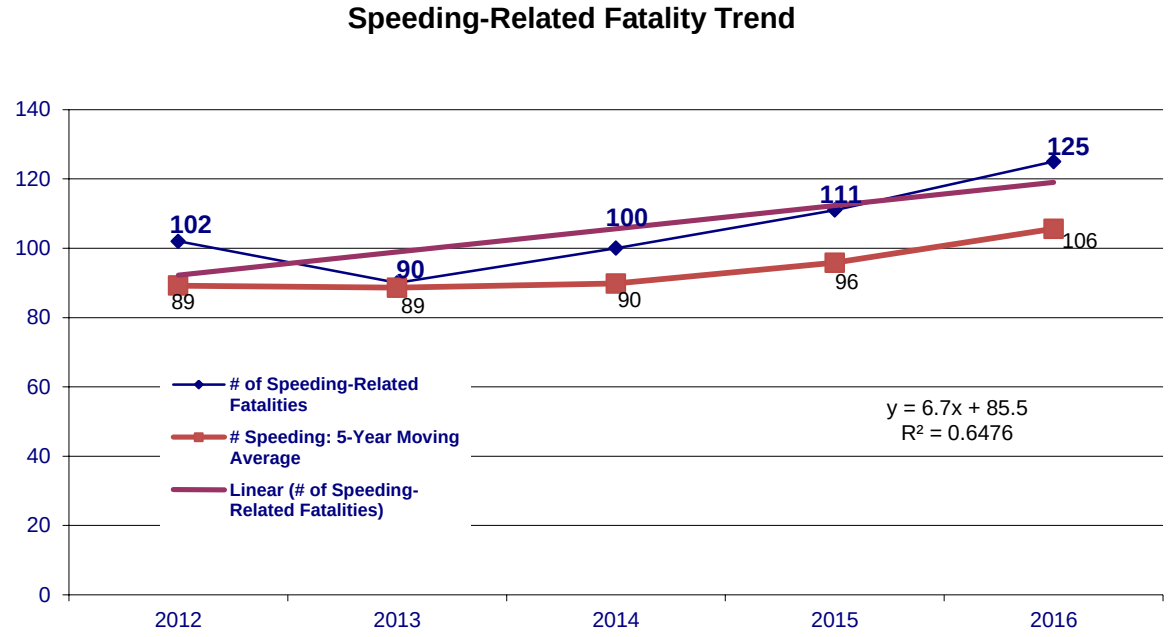
TS-2018-WC 2nd Jud Ct-00121—Washoe County Second Judicial District Court—Felony DUI Court
Funding Source: 405(d)
This Felony DUI Court offers repeat DUI offenders with no fewer than three DUI offenses who are facing a minimum one-year prison sentence to receive treatment instead of incarceration. Court program expenses and treatment costs are paid by the offenders including house arrest (including SCRAM), ignition interlock devices, and substance abuse counseling. This project partially funds the DUI Court coordinator’s position.

TS-2018-CC District Court-00069—Carson City District Court— Carson City Sober 24
Funding Source: NDOT
The Carson City Department of Alternative Sentencing is developing the Sober 24 program to provide twice daily alcohol monitoring and twice weekly drug testing for persons convicted of impaired driving and other related offenses. Such monitoring is quick, simple, and inexpensive, and allows employees to maintain jobs and other family responsibilities, thereby avoiding many of the difficulties which can otherwise so easily arise, and may indeed stimulate further use of intoxicants.

TS-2018-NVOTS 658-00041 – Impaired Program Management - The Office of Traffic Safety
Funding Source: 405(d)
(OTS) has dedicated additional resources to its Impaired Program in the form of a part-time temporary staff position. The position will support the Impaired Program Manager with conducting research, data collection and analysis, incident reporting, conducting outreach to stakeholders on ignition interlock activities, education of judges, prosecutors, and public defenders.

PERFORMANCE MEASURE 6 SPEEDING-RELATED FATALITIES





Justification for Performance Target

2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

FY 2018 Target

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

Problem ID Analysis

Speed has consistently been an indicator in serious and fatal crashes in Nevada and represented at least 30 percent of causation for the past decade. It is also the most common traffic violation issued by Nevada law enforcement agencies during grant-funded highly visible enforcement events conducted by the Joining Forces program. The State's evidence-based enforcement plan (Joining Forces program) requires all participating agencies to review their local jurisdiction's crash and citation data on a continual basis, to determine locations for stepped-up enforcement of traffic laws in their jurisdiction.

What: Between 2011 and 2015, there were 479 fatal speeding-related crashes on Nevada roadways per NHTSA data. During the high visibility enforcement events through the Joining Forces program for this period, 90,328 speed citations were issued. Notably, Nevada HVE campaigns resulted in 24,955 speed citations in 2015 which increased to 29,381 in 2016. Nevada is taking this issue seriously.

Who: Male drivers accounted for 88 of the 111 fatal crashes in 2016, the most impacted age range was 25-34.

Where: The majority of speeding-related fatalities between 2011 and 2015 occurred in the two urban counties, Washoe and Clark. These counties have maintained the highest amount of speeding-related crashes in the state of Nevada for the past several years.

When: The majority of speed related crashes occur on Saturdays with 8:00 p.m. to 12:00 a.m. representing the highest number. Data shows us that speed is a contributing factor in a majority of lane departures and intersection crashes.

Why: Long expanses of highway between communities, urban sprawl in the Las Vegas and Reno areas, growing numbers of work commuters and 70+ mph speed limits induce speeding and distractions, drowsiness, and impaired driving play a part in these roadway crashes. In the urban areas multi-lane arterials have an average speed limit of 45+ mph which contribute to speed being a factor in a majority of fatalities and serious injuries.

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 6:

Chapter 3- Speeding and Speed Management
Chapter 5- Motorcycle Safety
Chapter 8- Pedestrians

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.

Funding Source

See funding sources and amounts on page 79.

Performance Goal

Per the state's evidence-based enforcement plan, to promote consistent and multi-jurisdictional enforcement of safety belt, impaired, distracted driving, pedestrian safety, and speeding laws by providing support and resources to Nevada's law enforcement agencies. One resource is the Joining Forces Program which focuses on High Visibility Enforcement which is a proven countermeasure that works.

Related Projects

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

Funding Source: NDOT

Because speeding is a major contributing factor in the number and severity of collisions county-wide, the Mineral County Sheriff's Office (MCSO) aggressively enforces posted speed limits. The Sheriff's Office primary strategy for speed reduction is traffic stops and high visibility enforcement. The tool best suited for speed measurement varies depending on roadway congestion and other factors which differentiate the need for radar range and speed detection equipment. Radar is the better tool for identifying the most dangerous drivers, a fundamental necessity when determining probable cause for a traffic stop and the issuance of a citation. MCSO will build their speed enforcement program utilizing enhanced radar equipment purchased through this grant to reduce speed violators and increase citations issued for speed related infractions by 2% from 2,392 to 2,440 by September 31, 2018.

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

Funding Source: 402, 405(d)

Joining Forces is an evidence-based traffic safety enforcement program (TSEP) which has been successful in increasing enforcement for all critical emphasis areas. In FY16, 26 agencies

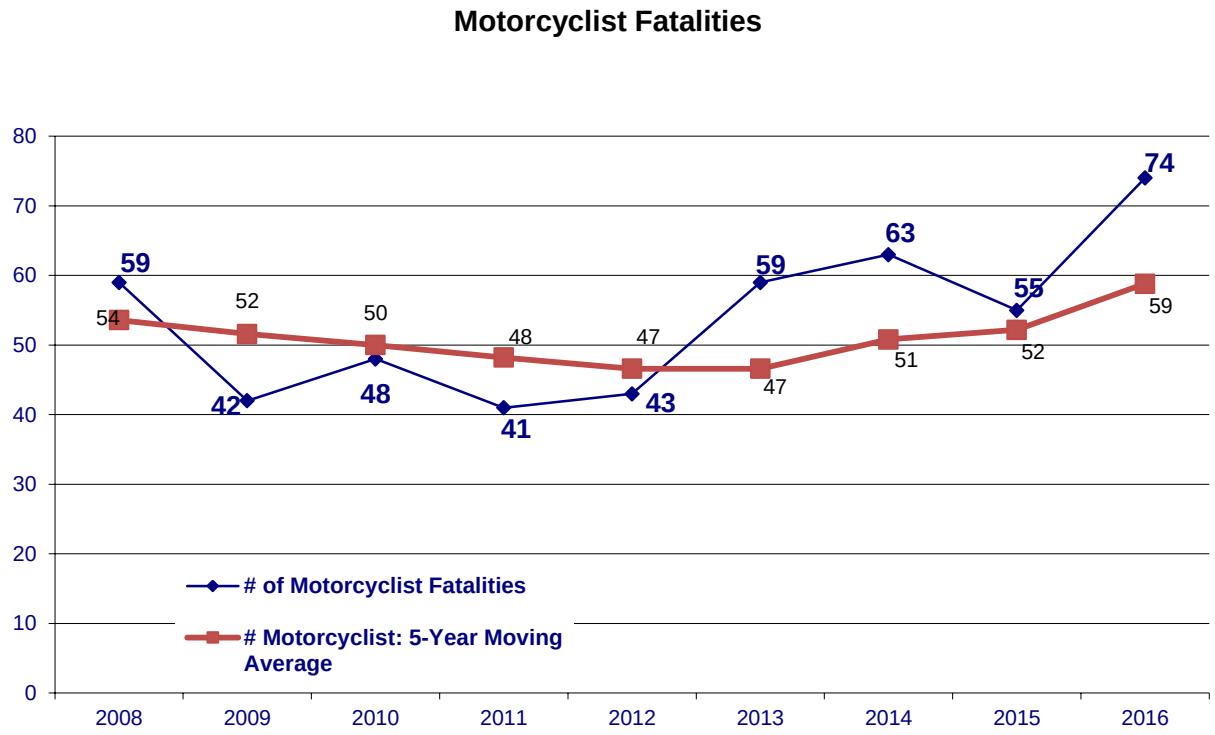
participated in Joining Forces; this program has been very effective in all five focus areas, Impaired Drivers- Riders, Distracted Drivers, CIOT, Pedestrian Safety, and Speed. Periodic, high-intensity and sustained, high visibility enforcement (HVE) efforts are proven countermeasures to change drivers behavior. The efforts of multiple law enforcement officers in a specific location for a set period of time amplifies the effectiveness of HVE and reducing dangerous driving behaviors, crashes, injuries and fatalities.

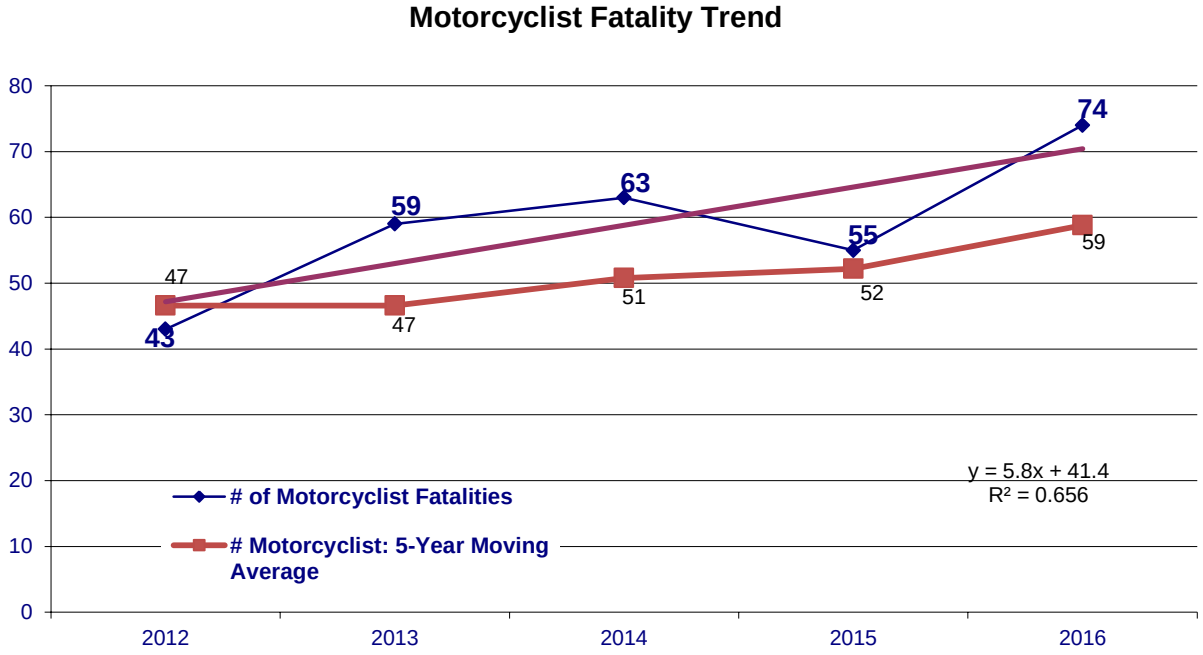
TS-2018-NVOTS 658-00029 – Nevada Office of Traffic Safety – Program Management – Joining Forces

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

This project will provide resources for the management and operation of the DPS-OTS Joining Forces program. Joining Forces focus areas include pedestrians, seat belts, motorcycles, impaired, lane departures and intersection crashes.

PERFORMANCE MEASURE 7 - NUMBER OF MOTORCYCLIST FATALITIES





Justification for Performance Target

2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

FY 2018 Target

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

Problem ID Analysis

What: Between 2011 and 2015, 261 motorcyclist fatalities occurred in Nevada. After rising from a low of 41 fatalities in 2011 thru 2014, fatalities dropped from 63 to 55 in 2015. The preliminary count of motorcyclist fatalities in 2016 spiked to a high of 74.

Mopeds are counted as motorcycles in the FARS data. Twelve of the motorcyclist fatalities in 2016 were moped riders representing nearly 16 percent of the total.

Who: Male White/Non-Hispanic drivers age 26 to 55 are most likely to be involved in motorcycle fatalities and serious injuries. Since 2012 there has been an unusually sharp increase in fatalities in the age group <20–29. From a low of 19 percent of the total number of fatalities in 2010, the <20–29 age group represented 44 percent of the total motorcycle fatalities in 2015.

Where: In 2015, 78 percent of Nevada motorcycle fatalities occurred in Clark County, the most populated and urban county in Nevada. Washoe County, the next largest, had seven fatalities representing 13 percent of the total fatalities. The remaining 15 counties in the state had a combined total of five fatalities. 2016 data estimates show 75.7 percent of the motorcyclist fatalities occurred in Clark County.

The majority of motorcycle fatalities and serious injuries occurred when the vehicle was going straight, followed by turning left.

When: Daylight hours account for 63 percent of fatalities and serious injuries. The highest crash days are Wednesdays and Saturdays with close to 19 percent of the total each day. Highest crash times in the day are 12 p.m. through 4 p.m. followed by 4 p.m. through 8 p.m.

Why: The top three most common factors resulting in fatalities are impaired riding, speeding, reckless riding.

In 2015, just 13% of motorcyclist fatalities were impaired by alcohol. However, when drugs and a combination of drugs and alcohol are added to the alcohol only fatalities, the impaired riding fatalities rise to 60 percent of all motorcyclist fatalities.

Speed, reckless riding and lack of formal motorcycle training continue to be factors. Since many riders obtain their license through training, evidence of the lack of training is the number of rider fatalities that are not properly licensed. 52 percent of riders that died in a fatal

motorcycle crash between 2012 and 2014 were either not licensed or had no valid motorcycle endorsement.

Current law allows unlimited renewals of motorcycle instruction permits. Effective January, 2018 a new law goes into effect that limits the number of times a permit may be renewed and that requires 16-17 year olds to take formal training before becoming fully licensed or, in lieu of taking the course if a training site is not within 30 miles of their residence, to require logging a total of 100 hours experience in driving a motorcycle before becoming fully licensed.

The most common crash types are Angle and Non-Collision crashes. The most common vehicle action is Driving Straight.

Strategies

The Motorcycle Safety Critical Emphasis Area (CEA) Team has been in place since early 2015 when it was created by the Nevada Executive Committee on Traffic Safety. The CEA Team is serving as the Nevada motorcycle coalition. The team created four strategies and continues to work on action steps for each strategy. The strategies are:

- Increase targeted enforcement and public education programs for high risk behaviors (such as speeding, aggressive, reckless, and impaired riding) and yielding to motorcycles
- Increase the percentage of motorcyclists that are licensed and trained
- Improve motorcycle-friendly roadway design, traffic control, construction, and maintenance policies and practices
- Increase crash survivability through protective gear and improved emergency response

In 2016, the Office of Traffic Safety hosted a NHTSA team to develop recommendations for the Nevada Rider Motorcycle Safety Program. Using NHTSA's Guideline #3, 51 recommendations were made with many being included as action steps within the CEA Team's strategies.

A priority focus throughout the next year will be to further engage dealerships and rider groups to partner with the Nevada Rider Motorcycle Safety Program on motorcyclist safety strategies. Educational outreach efforts will be expanded to reach the non-riding public with the message to Look Twice for Motorcycles.

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 7:
Chapter 1 – Alcohol and Drug Impaired Driving
Chapter 3 – Speeding and Speed Management
Chapter 5 – Motorcycle Safety

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.

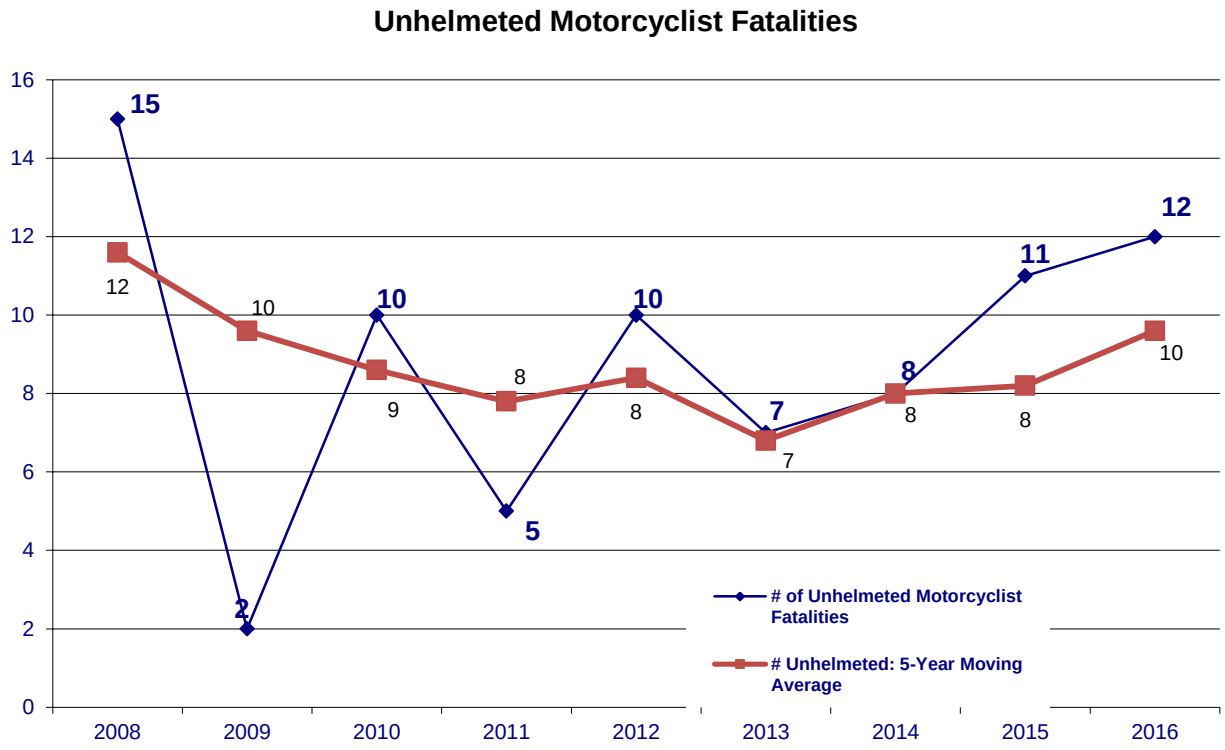
Funding Source
See funding sources and amounts on page 79.

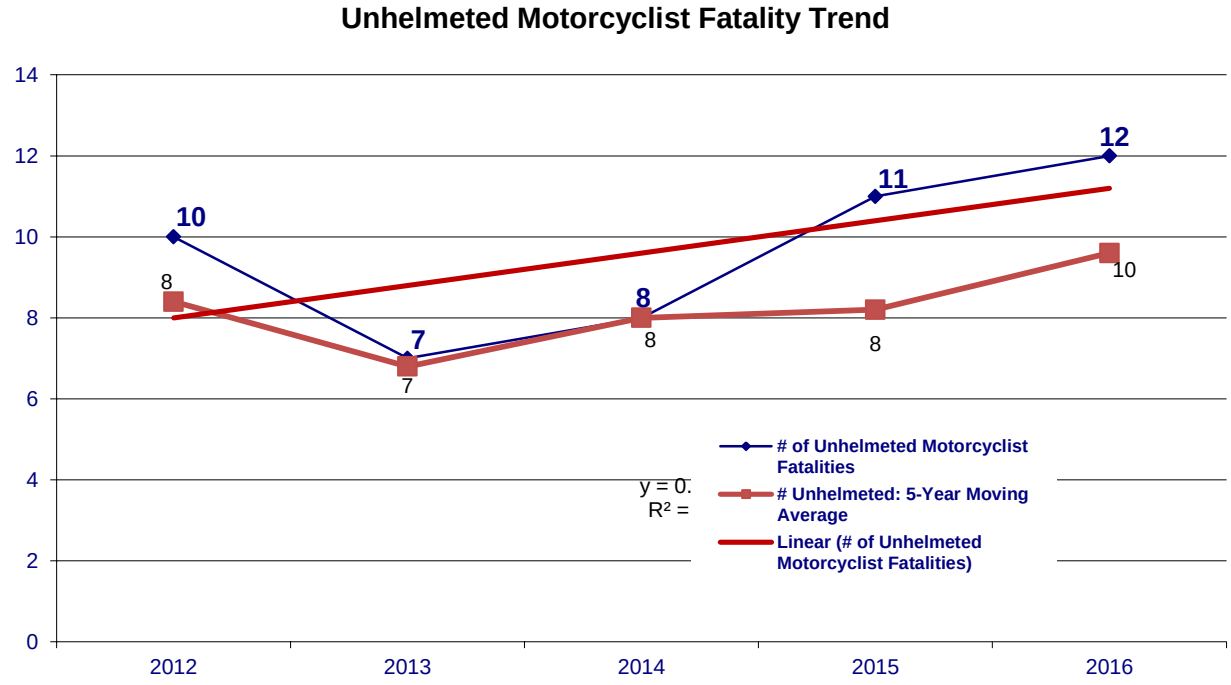
Funding Source
The Nevada Rider Program is housed in the Office of Traffic Safety, and is primarily state fee-based: $6.00 per motorcycle registration. Paid and earned media campaigns are supplemented with federal grant funds as well, to increase awareness among both motorcyclists and motorists on the road. The State's 2017 budget for the program is $754,099.

Related Projects

TS-2018-NVOTS 658-00049 – Nevada Office of Traffic Safety – Program Management – Motorcycle
Funding Source: 405(f)
The Nevada Rider Motorcycle Safety Program is the State's motorcycle safety program and it receives fee-based funds for every street motorcycle registration. These fees are collected by the DMV and transferred to the motorcycle program account. In the past during the State's budget crisis the 2011 Legislature changed the statute to allow "sweeping" of motorcycle safety funds into the general fund. However, in 2015 the statute was reversed to pre-2011 language and the motorcycle funds are once more protected. The program has experienced a recent makeover after NHTSA's Technical Assessment of the Program in 2011. The federal funds permit more paid media and outreach efforts for the motorcycle program than the state budget would allow. They also supplemented the HVE efforts of the Joining Forces Program when conducting paid and earned media (high visibility) events.

PERFORMANCE MEASURE 8 - NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES





Justification for Performance Target
2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

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

Problem ID Analysis
What: Between 2011 and 2015 there were 41 un-helmeted fatalities.

Who: As with all motorcyclist fatalities, the un-helmeted fatalities are predominantly male. FARS data includes moped rider fatalities in the total of all motorcycle fatalities; however, moped and tri-mobile riders are an exception to Nevada's universal helmet law.

The Center for Traffic Safety Research reports that 57 percent of moped rider crashes are un-helmeted.

Where: In 2015, 78 percent of Nevada motorcycle fatalities occurred in Clark County, the most populated and urban county in Nevada. Washoe County, the next largest, had seven fatalities representing 13 percent of the total fatalities. The remaining 15 counties in the state had a combined total of five fatalities.

Why: Because Nevada has a universal helmet law covering all ages, it has a relatively small number of motorcyclist fatalities that were un-helmeted at the time of the crash.

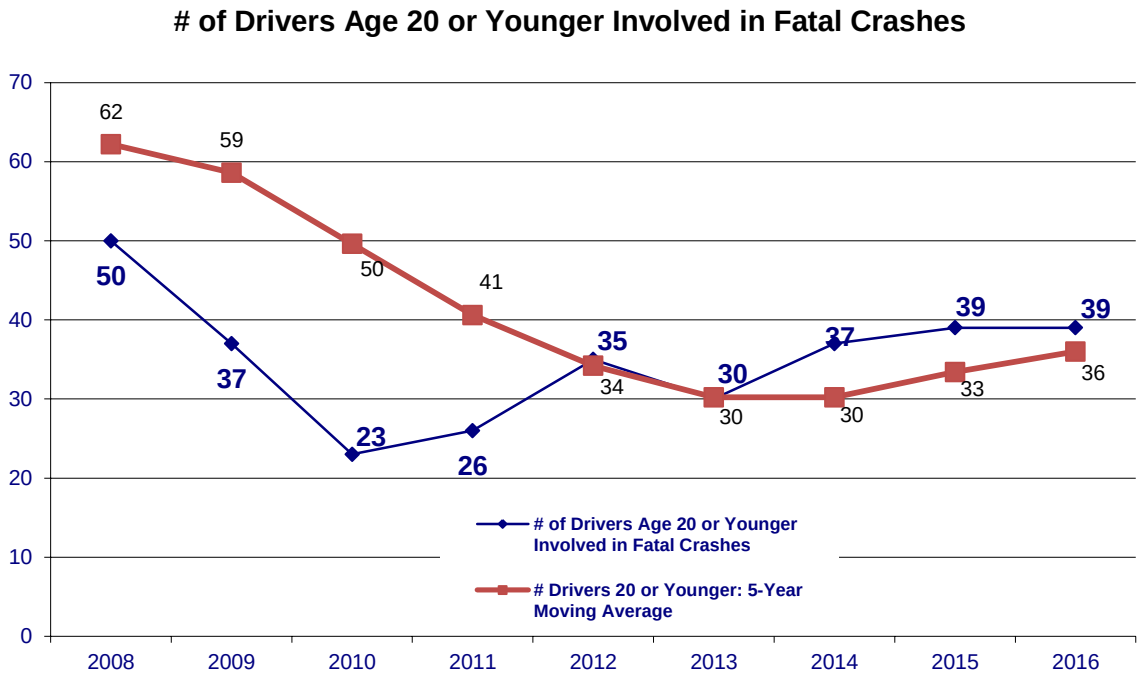
Countermeasure Strategy
OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 8:

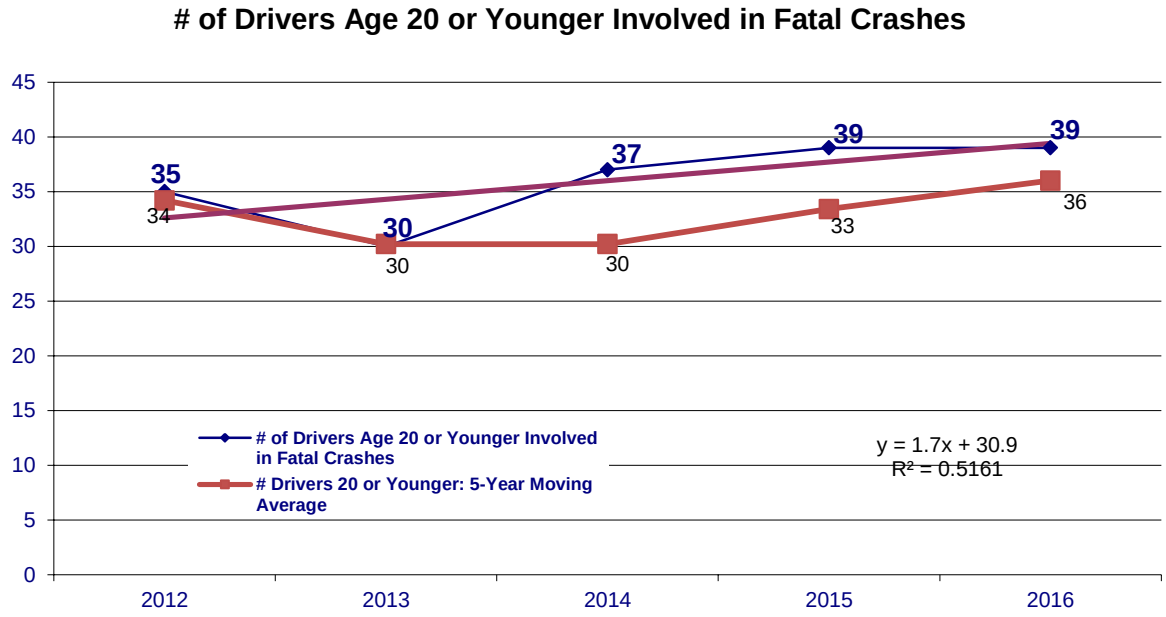
Chapter 5 – Motorcycle Safety

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.

Funding Source
See funding sources and amounts on page 79.

PERFORMANCE MEASURE 9 - NUMBER OF DRIVERS AGE 20 OR YOUNGER IN NEVADA FATAL CRASHES





Justification for Performance Target
2018 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2018, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2018 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

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

Problem ID Analysis
What: From 2011 through 2015, 1,389 traffic fatalities occurred on Nevada roadways. Of those, 165 involved drivers aged 15 to 20.

Who: Between 2011 and 2015, 16 motorcyclist fatalities occurred among drivers at or under 20 years old. In that same time period, 55 unrestrained fatalities occurred among vehicle occupants at or under age 20 and 31 impaired driving fatalities involved drivers ages 16 to 20. In that same time period, the motor vehicle death rate for male drivers and passengers ages 15 to 20 was more than double that of their female counterparts.

Where: In 2016, 13 motor vehicle fatalities involved drivers age 15 to 20 occurred in Clark County. Washoe County had two fatalities. The one remaining fatality was in rural Lander County.

When: For the 15 to 20 age group, crash risk is especially high during the first month of licensure. Curfew requirements in Nevada's Graduated Drivers Licensing law have led to fewer nighttime crashes in the last few years for this age group (10 p.m. – 5 a.m. < 18 years old).

Why: Teens are far more likely to underestimate dangerous situations, speed, and distraction factors due to their inexperience. In 2015, 9 drivers ages 15 to 20, cited speed as a factor that were involved in a fatal motor vehicle crash, 12 drivers cited suspected alcohol and/or drug use, and 6 drivers indicated that the teens involved were not restrained.

Strategies
OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan www.zerofatalitiesnv.com. The project strategy for teens includes:
•Encouraging safe driving habits by increasing awareness of safety belt usage and of the dangers of impaired, distracted, and aggressive driving through public media campaigns and in-school programs.
•Educating teens about traffic safety through community-based organizations, workshops, mentoring, and providing resources for effective traffic safety projects.
•Working with statewide and local law enforcement agencies to continue to promote and educate teens about safe driving behaviors.

•Creating public education programs that will reach and engage the target demographic.

Countermeasure Strategy
OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. 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.

Funding Source
See funding sources and amounts on page 79.

Related Projects

TS-2018-NVOTS 658-00017 - Nevada Office of Traffic Safety - Zero Teen Fatalities Program
Funding Source: NDOT
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

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

Funding Source: NDOT

The Drivers Edge program provides drivers ages 21 and under with a comprehensive training session that teaches both basic and advanced safe driving skills taught by professional driving instructors. Young drivers gain supervised behind-the-wheel experience during the driving portion that teaches them how to operate a car safely in emergency situations. Exercises include skid control, panic breaking, and avoidance procedures. In addition to the driving portion, sessions provide classroom instruction regarding critical safe driving emphasis areas for young drivers, such as occupant protection, impaired driving and distracted driving.

Drivers Edge provides valuable learning time and resources to young drivers and their parents. The program specifically addresses the top three contributing factors for teens in fatal crashes: failure to maintain proper lane (speed, distraction), lack of seat belt use, and alcohol and/or drug use.

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

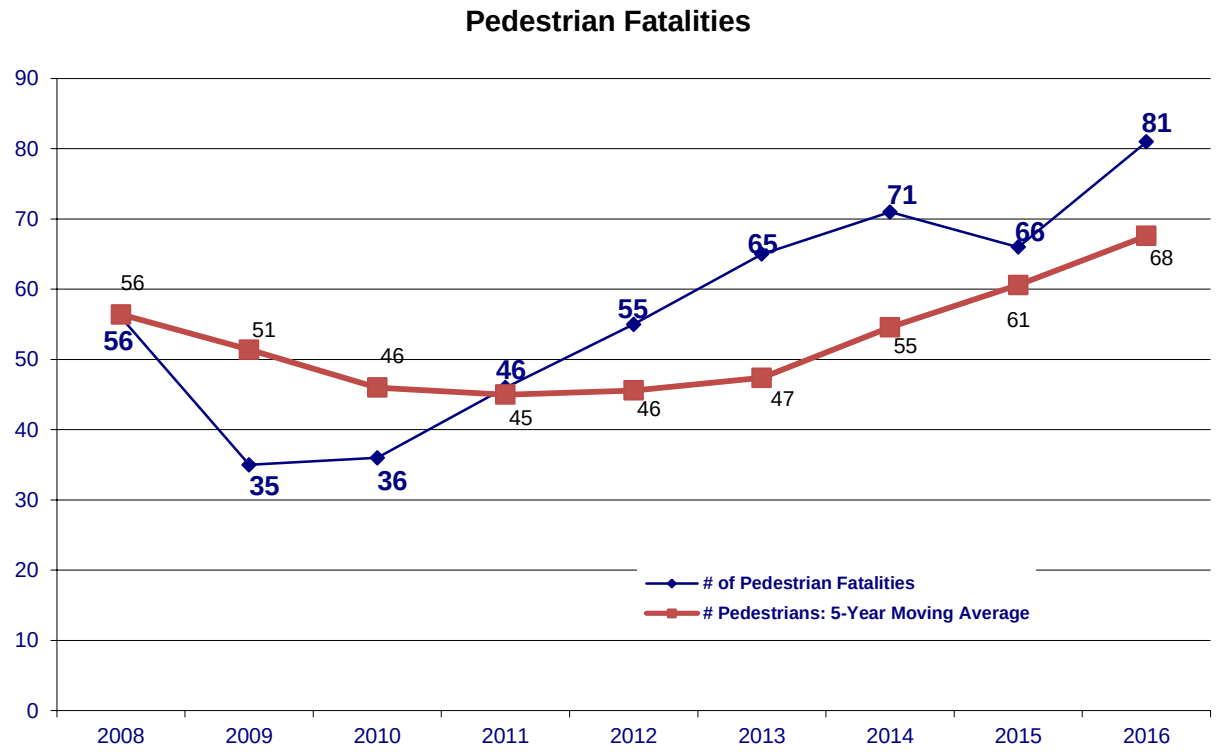
Funding Source: NDOT

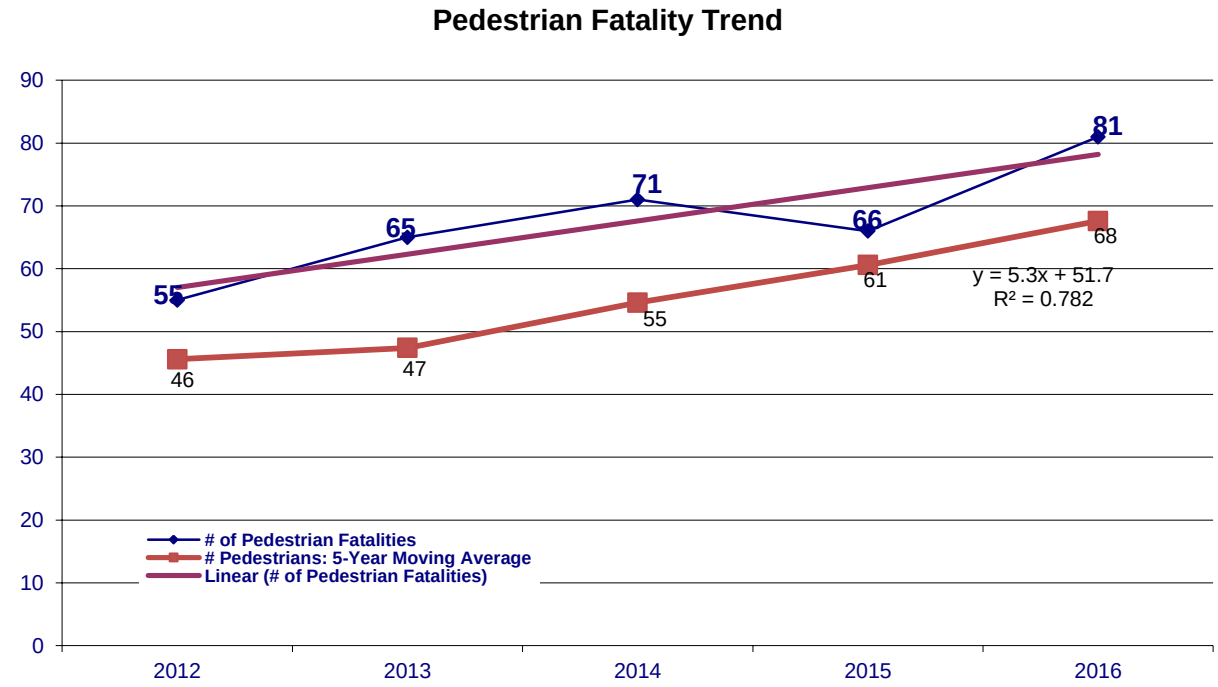
Motor vehicle crashes are the leading cause of young driver fatalities in the United States. Based on miles driven, teenagers are involved in three times the number of fatal crashes for all other drivers. Specific behaviors are associated with the causes of their high fatality rate,

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.

This project funds the management and coordinating staff to perform the objectives and the goals as outlined in the ZTF Project Program

PERFORMANCE MEASURE 10 - NUMBER OF PEDESTRIAN FATALITIES





Justification for Performance Target
2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

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

Problem ID Analysis
What: Between 2011–2015, 303 pedestrians died in crashes on Nevada's roads. Pedestrian fatalities have risen consistently, in 2015 they accounted for 20% of all of Nevada's crash fatalities and preliminary numbers for 2016 show they have risen again, now accounting for 24% of fatalities.

Who: Men are twice as likely as women to be killed crossing streets, on sidewalks and in medians; both male and female fatality numbers are highest for those over age 50. In a city that receives 50 million visitors annually, Las Vegas tourists account for only 15% of pedestrians admitted to the trauma center.

Where: Pedestrian fatalities by far occur in the two urban areas of Reno/Spark and the greater Las Vegas metropolitan area, which account for 90% of all pedestrian fatalities. Each population center has their contributing factors to pedestrian crashes, and the issues vary greatly between counties and between injury crashes and fatal crashes. Where crashes happen is sharply contrasted in regard to urban verses rural. In the rural areas pedestrian fatalities and critical injuries happen when crossing highways that connect cities. Looking at critical injury crashes in all three areas indicates a more evenly divided fault between drivers and those on foot; however, a majority (66 percent) of pedestrian injuries and fatalities happened mid-block on a roadway. Those crossing at an intersection, with or without a crosswalk, made up 24 percent of the total of those killed and injured, where neither action is strictly the fault of either the driver or pedestrian.

When: In 2016 the majority of Nevada's pedestrians were killed in traffic crashes on Thursday, followed by Sunday. In Clark County, injury crashes happen both day and night, but the vast majority of fatalities happen when it is dark. Looking at trauma center data, the top three months for pedestrian injuries and in-hospital fatalities are March, April and August.

Why: Nevada's urban roadway infrastructure was primarily built post WWII, when it was common for most families to own a vehicle, and therefore, was not built with small, walkable streets. The layout of Clark County is almost wholly on a mile grid for arterials, with many streets having three-fourths mile between intersections where it is legal to cross the street. Lanes are plentiful, with most being six lane straightaways with eight to 10 lanes at the signalized intersections.

The urban sprawl design is also found in Nevada's second largest population center, Washoe County, and it is contributing to the increase in pedestrian fatalities.

The largest contributing factor to fatalities is pedestrian error: crossing mid-block outside of a marked crosswalk, at intersections against the light, at night in dark clothing, or darting into the street not allowing cars enough time to stop. Another contributing factor to pedestrian crashes is alcohol and drug use, when you add all the impairment, the total is a staggering 60 percent of pedestrian fatalities.

Strategies
Through the Nevada Office of Traffic Safety Highway Safety Plan, and the State's Strategic Highway Safety Plan, both the Pedestrian Critical Emphasis Area Committee and the Southern Nevada Pedestrian Education and Legislation Task Force have been working on the strategies adopted by the plan in 2012, which include:

- Reduce pedestrian exposure through roadway modifications
- Improve drivers' ability to see pedestrians
- Improve driver and pedestrian awareness and behavior

Countermeasure Strategy
OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 10:

Chapter 4 – Distracted and Drowsy Driving
Chapter 6 – Young Drivers
Chapter 7 – Older Drivers
Chapter 8 – Pedestrians

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.

Funding Source
See funding sources and amounts on page 79.

Related Projects

TS-2018-UNLV-00100 Vulnerable Road Users Project
Funding Source: NDOT
This project is to mitigate traffic crashes involving pedestrians and bicyclists. This is done through community outreach, including: community education; working with road planners/developers, engineers, law enforcement and emergency responders; and through

education of decision makers in the community, law enforcement, business leaders, first responders and government using multiple media outlets (print, television, radio, social).

TS-2018-NLVPD-00105 Pedestrian Safety, Awareness and Education Program
Funding Source: 405(h)
Pedestrian Safety, Awareness and Education Traffic Safety campaign will provide North Las Vegas residents with innovative education and enforcement. The goal is to increase awareness of pedestrian safety to decrease pedestrian fatalities. The North Las Vegas Police Department will present the program "Stop, Look and Listen" at fifteen participating elementary schools in North Las Vegas, and conduct 8 pedestrian enforcement activities.

TS-2018-RPD-00120 Pedestrian Safety Program
Funding Source: 405(h)
In an effort to combat pedestrian vs. automobile crashes and fatalities, the Reno Police Department will be enforcing pedestrian safety laws thru saturation patrol, and crosswalk enforcement; and educating elementary school age children through classroom presentations and crosswalk activities. In the majority of the pedestrian fatal crashes, the pedestrian is at fault; however efforts will also be made towards educating motorists on the law. Pedestrian safety is one of the six critical emphasis areas of the state's SHSP.

TS-2018-REMSA-00018 Rethink Your Step
Funding Source: 405(h)
In an effort to combat pedestrian fatalities, REMSA will be educating adults through outreach to local businesses by providing publications before and during community events. They will partner with local law enforcement agencies to educate elementary school age children through classroom presentations and crosswalk activities. Statistics show the majority of the pedestrian fatalities are pedestrians at fault; however efforts will be made towards educating motorists on the laws as well as the pedestrian. Pedestrian safety is one of the six critical emphasis areas of the state's SHSP.

TS-2018-NVOTS 658-00031 Program Management – Pedestrian and Distracted Programs
Funding Source: 402
The Nevada Office of Traffic Safety will encumber and manage the fiscal resources necessary to provide staff time and operational needs of OTS that relate directly to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of all projects within their multiple traffic safety program areas.

This grant provides funds for direct program management and direct costs incurred for these programs by professional and administrative staff. Regular training and evaluation of staff members is conducted to look for opportunities to increase efficiency, transparency, and/or accountability to the public and the federal government.

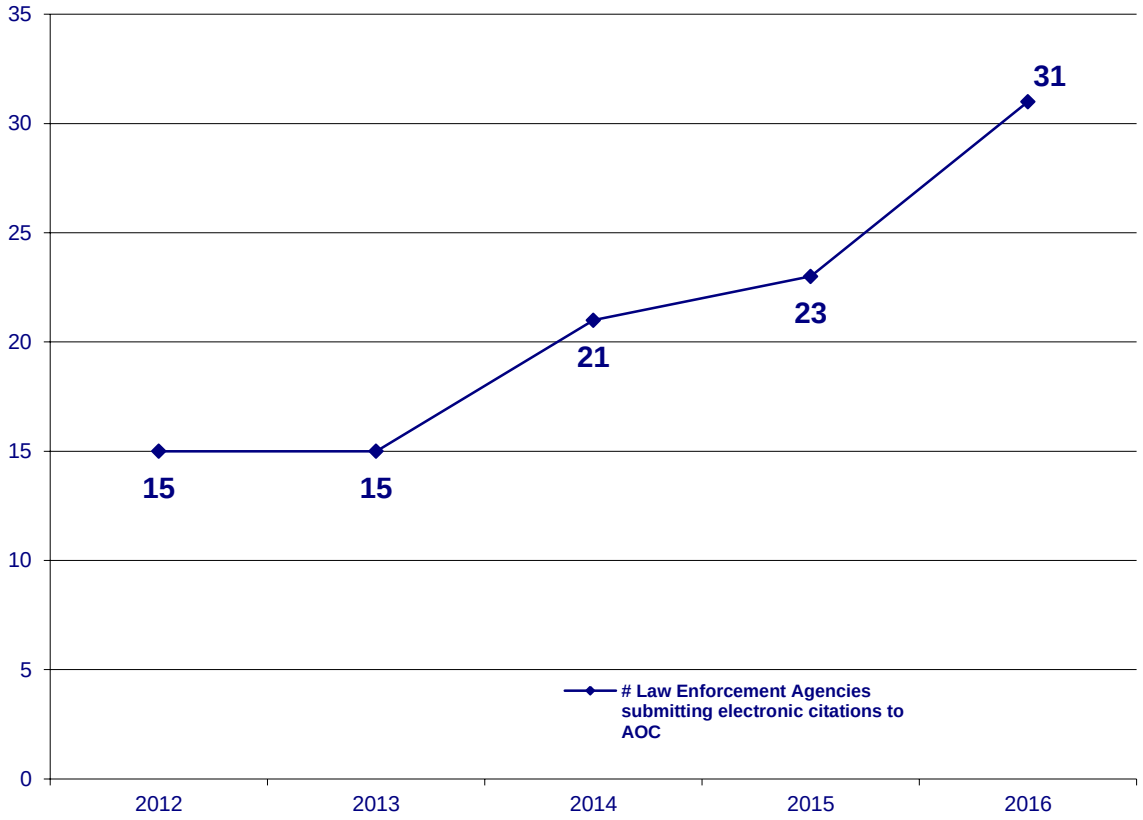
TS-2018-NVOTS 658-00056 Program Management: Pedestrian

Programs Funding Source: 405(h)

The Nevada Office of Traffic Safety will encumber and manage the fiscal resources necessary to provide staff time and operational needs of OTS that relate directly to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of all projects within their multiple traffic safety program areas.

This grant provides funds for direct program management and direct costs incurred for these programs by professional and administrative staff. Regular training and evaluation of staff members is conducted to look for opportunities to increase efficiency, transparency, and/or accountability to the public and the federal government.

PERFORMANCE MEASURE 11 - TRAFFIC RECORDS



Justification for Performance Target

In 2015 Nevada's Traffic Records Program underwent an assessment that recommended an intrastate cooperative in data collection. Following that assessment, a number of recommendations were made, among them as listed below:

- Strengthen the Traffic Records Coordinating Committee's (TRCC's) abilities for strategic planning
- Improve the interfaces with the Crash data system
- Improve the Vehicle and Driver data availability
- Improve the interfaces with the Roadway data system
- Improve the interfaces with the Citation/Adjudication system
- Improve the interfaces with the EMS/Injury Surveillance system
- Improve the Traffic Records System capacity to integrate data

Those goals were noted and have been ongoing in FY2017. Though they stand as continuing performance targets in FY 2018, all have been addressed and the following improvements made (See appropriate graphs):

- Improve Crash Data System interfaces – Electronic citation/crash data is submitted through Brazos Tech from officers in the field utilizing handheld devices. The data is exported to courts statewide allowing for readily, accurate access. From April 1, 2015 through March 30, 2017 eleven (11) law enforcement agencies were added to the submission aspect, for a total of 26 participating agencies. Another five (5) agencies were added between April 1, 2017 and June 20, 2017 for a total of 31 participating agencies. An estimated 95% of all Nevada citations issued are being submitted. See attached list of agencies. (Exhibit 4.4)
- Roadway data collection has improved through the continued inclusion of electronically collected crash (eCrash) reports.
- Adjudication: the furthering of the automation process in retrieving citation information for the Nevada Administrative Office of the Courts (AOC) and the 32 Nevada courts being served through the NCJIS interface into the courts' case management system (CMS) was fulfilled. The 2017 target to have the initially listed 23 law enforcement agencies submitting traffic citations electronically to the AOC, with all courts receiving timely information by December 31, 2017 has been reached and surpassed.
- Data from the Nevada Department of Motor Vehicles now is more readily available; their current database is undergoing a significant refitting. Upon its completion (potentially 2018) we will partner with them to add their database with the rest.
- The Safety Data Team (SDAT) Critical Emphasis Area (CEA) group was incorporated into the Traffic Record Coordinating Committee (TRCC), resulting in previously absent database representatives participating again.
- Contact was made with the Nevada Department of Health and Human Services (DHHS). DHHS is the reporting agency for another missing key component denoted in the 2015 Traffic Records Assessment, the Emergency Medical Services (EMS) database. The state EMS system is under the care of DHHS and is undergoing an upgrade to their national reporting database. Upon completion and with input/ fiscal assistance from the TRCC their system will enable data researchers to develop more comprehensive reports of crash victim injuries than previously available data allowed. The National EMS Information System (NEMSIS) database has requirements the state EMS system must meet; upon learning of the 2015 recommendation DHHS management saw an opportunity to share their data as assistance to fulfilling that recommendation. All parties are actively pursuing opportunities to assist in the implementation of the NV EMS/NEMSIS data server modernization.
- In Trauma, the Center for Traffic Safety Research a sub-grantee gathering Trauma data from the four main trauma centers in our state will develop far more extensive reports with regards to Driver injury causation information by having the State EMS database modernized.

FY 2018 Target

The Target will be to have many components directed towards the ideal data information hub:

- As we have incorporated the Safety Data Access Team (SDAT) CEA and the TRCC into one entity to meet national TRCC requirements by following the NHTSA Best Practices suggestions of interagency cooperation we will further develop a plan to bring missing database custodians to the table by FY2020.

- 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).
- Further our relationship with DMV so as to continue building a unified and cohesive database for all TRCC users by the end of FY2020.
- 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.
- There are a total of 57 law enforcement agencies (LEA's) in Nevada. When we add the last nine (9) LEA's with the highest remaining percentage of annual crashes we will have approximately 99% of all Nevada crash data available from approximately 70% of all Nevada LEA's. The few LEA's' left have less than 2% combined data. Five more at a minimum will be added by the end of FY18. Additional agencies will be examined for their data value and approached as required.

Problem ID Analysis

State and local governments in Nevada recognize the need to collaborate in the development and implementation of a highway safety information system improvement program to provide more timely, accurate, complete, uniform, integrated, and accessible data to the traffic safety community. Achieving a statewide-integrated data system supports decision making when determining what countermeasures to pursue with the finite resources that are available. The State's TRCC includes members from Nevada's law enforcement agencies, the Administrative Department of Health's Emergency Medical Systems (EMS), and commercial vehicle representation (NHP and FMCSA). Trauma information is currently collected and presented by the Center for Traffic Safety Research (CTSR); the Department of Motor Vehicles and State Courts, both of whom have had limited involvement in the past, have been encouraged to return. We have had encouraging conversations with DMV personnel resulting with larger access to critical information within their database systems.

Performance Goal

Strengthen and build the Nevada DPS/OTS Traffic Records program by insuring the completeness, timeliness and accuracy of Nevada traffic safety data. Utilization and total integration of data from all entities involved with roadway safety will influence developing a means of intelligent, positive decision making for reaching towards our goal of Zero Fatalities on Nevada's roadways. This will be reached in part by the development of a composite virtual database warehouse and using the most efficient collection tools currently available.

Table 1 – Traffic Records Performance Measures

Performance Measure	Deadline
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.	
Add at least 5 new law enforcement agencies to use the central electronic crash and citation system (Brazos).	September 30, 2018
State EMS under contract with a vendor to develop, build and implement a NEMSIS compliant electronic reporting system.	April 30, 2018
Develop, build and implement a NV EMS electronic system compliant with NEMSIS Version 3.3.4 standards.	September 30, 2018
Upgrade system to be compliant with NEMSIS Version 3.4 and have at least 30% of agencies using system.	December 31, 2018
Upon completion of NV EMS/NEMSIS database implementation, begin correlation EMS data to trauma data.	December 31, 2018
Collect crash related trauma data from Nevada's four major trauma centers and clean data through the end of 2015.	September 30, 2018
Update Nevada LEA crash report form to new MMUCC standards.	September 30, 2018
Initiate transfer of Nevada FARS data electronically to NHTSA.	September 30, 2018

Strategies

• Support NEMSIS Modernization Project currently under review, due for completion by December 31 2018.

• Continue to improve partnerships and collaboration with state agencies currently participating in the TRCC, including Emergency Medical Systems; involve the Department of Motor Vehicles (DMV); and local, municipal, and state courts so as to bring them back to full involvement within the TRCC.

• Continue coordination with the SHSP partners, with critical emphasis on data quality.

• Initiate examination of potential sources for citation/conviction adjudication data from court systems.

• Update the state crash repository to become more compliant with current Model Minimum Uniform Crash Criteria (MMUCC) standards by adding requested NHTSA data and making it more readily accessible. The Brazos Working Group (BWG), a subcommittee meeting within the TRCC began April 2017 will also serve as the MMUCC committee.

• Utilize the new IBM Business Intelligence (BI) tool on the Brazos server called Cognos to develop raw data for comparison to reported data as part of a Data Quality tool and research tool, i.e.; final Adjudication Data for citations compared to the initial violation(s) issued.

• Begin the foundation for a virtual data warehouse, i.e., partner with the State of Nevada Department of Health and Human Services to begin integration of data into the virtual data warehouse under construction, following the development of an updated statewide EMS electronic data and record collection database. Additionally, a subcommittee will be appointed to address the construction and interface of the entire database to a singular Point of Connection (POC) and with that decide who will be the custodian therein.

- When methods for automating the collection of crash victim data have successfully been put in place by supporting the building of the state EMS system, DHHS information technology will assist with reports into the Nevada EMS/NEMSIS repository for more complete data reporting.

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's *Countermeasures That Work* publication. For the projects detailed under Performance Measure 11, OTS will utilize strategies outlined in the following problem-specific countermeasures with support from the various databases on the state and national level.

The potential effectiveness of these strategies is documented within the *Countermeasures That Work* publication, as well as Nevada's strategies in the SHSP.

Related Projects

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

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This project funds staff to coordinate and monitor traffic records projects, along with the evaluation and fiscal monitoring, contribute to the successful completion of a given project and its meeting of specific goals, objectives, and tasks contained within the project agreement.

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

Funding Source: 405(c)

The FAST Act requires the states to maintain a Traffic Records Coordinating Committee (TRCC) at the executive and technical level to qualify for federal funding for traffic records. This project provides funding for TRCC subcommittee member agency representatives', focused on improving Nevada's central e-Citation and e-Crash system, to travel to and from meetings and any other expenses related to those meetings.

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

Funding Source: 405(c)

Nevada statute requires all Nevada law enforcement agencies to submit their crash reports to the Department of Public Safety (the state). DPS developed a Records Management System (RMS) interface with vendor Spillman Technologies, Inc. that is also openly offered to any other law enforcement agency in the state to utilize; some of the smaller agencies do not have the resources needed to have an effective RMS system.

This project allows for funding to assist those law enforcement agencies that want to participate in the DMS RMS program to obtain the equipment, labor, and/or resources needed to participate. It also allows for the interface of an existing RMS system a new law enforcement agency may already have in place.

TS-2018-NVOTS 658-00045—Nevada Office of Traffic Safety—Traffic Records Fixed Deliverables

Funding Source: 405(c)

The Nevada Citation & Accident Tracking System (NCATS) modernization project includes data collection software provided through contract with Tyler Tech (Brazos Technology). This project will provide funding for equipment for participating agencies and new agencies to collect data through Brazos.

One of the challenges for the NCATS project in Nevada has been getting law enforcement agency participation in the collection of citation and crash report data through electronic means. This has affected the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash and citation data. As the current software vendor, Brazos Technology has continued to improve their solution for data gathering, the number of participating agencies has surpassed the number using the prior vendor's software. As these agencies have not used electronic means for data collection in the past, they do not have the associated hardware for such a project. Providing funding for equipment for agencies to participate will eliminate this financial roadblock and improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash and citation data. This provides better data for the state overall, enabling state and local jurisdictions to use this data to contribute toward reducing traffic fatalities, injuries and crashes in Nevada.

TS-2018-NVOTS 658-00046—Nevada Office of Traffic Safety—NCATS (Nevada Citation & Accident Tracking System) MSA

Funding Source: NDOT – 23

In addition to the Brazos Technology software contract, DPS and NDOT are partnering in a contract with an MSA Information Technology vendor (Master Services Agreement). This vendor will analyze the current NCATS system; provide consultation on improvements, and on developing the improvement upon approval by NDOT and DPS. This will include automating importation of data from Brazos and other law enforcement agencies' vendors, and automation of exportation to NDOT and other back-end users. NDOT is providing Highway Safety Improvement Plan (HSIP) funding toward this project as well as supervising/managing the MSA project through the NDOT Information Technology Division.

TS-2018-NVOTS 658-00055—Nevada Office of Traffic Safety—TRCC Consulting Services

Funding Source: 405(c)

Nevada has integrated it's TRCC into the SHSP infrastructure in combination with other safety and traffic crash record analysis teams through a vendor coordinating a Safety Data Acquisition Team Critical Emphasis Area body to address the lacking and disparate databases. This more fully expresses the federally recognized and prescribed body of representatives with ability to influence the direction of roadway data collection within the State of Nevada in all avenues, including those advising the state legislative body. The TRCC will focus on development and implementation of a statewide strategic plan that fosters interagency coordination, remediation of Traffic Records Assessment findings and effective use of State and Federal funds.

A Service Provider continues this practice as the TRCC will enhance the State's ability to conduct traffic safety problem identification, select and develop countermeasures and measure the effectiveness of countermeasures, then develop a practical SHSP that will address the deficiencies such as those emphasized in the 2015 Nevada Traffic Records Assessment with resolution.

TS-2018- UNSOM-00080—University of Nevada School of Medicine—Risk Taking Behaviors and Vehicular Crashes: Data-Driven Identification of Behaviors and Intervention

Funding Source: NDOT – 23

The project allows for improved technology that can integrate data and quantify the total impact of vehicular crashes in Nevada; this provides valuable information on the events leading up to a crash. By using this data, Nevada is able to develop a methodology and provide a more comprehensive analysis of priority program areas.

TS-2018-St of NV EMS-00082-NVOTS—NV EMS Database

Funding Source: NDOT – 23

The National Emergency Medical Services Information System (NEMSIS) is a consensus-based standard which creates both uniform definitions of terms and a single data transfer scheme between local, state, and national EMS data systems. The implementation of NEMSIS allows for improved analysis of EMS procedures and patient care; comparison of data between EMS agencies; and better evaluation of the role of EMS in healthcare. The current system utilized is struggling with receiving and processing data submitted by agencies due to extensive upgrades by NEMSIS which implemented the new national standard for data reporting, known as NEMSIS v3.3.4 or 3.4.0. These issues have been problematic as they have caused unnecessary delays in agency reporting, consequently resulting in decreased state compliance ratings.

In addition to the problematic issues that have developed as a result of the upgrade, another area needing improvement is accessibility of data reports for measurement of compliance and success. The amount of reports currently available is very limited. The revision of this database in Nevada will bring the EMS data into searchable Nevada crash data. The target date for completion is December 31, 2018.

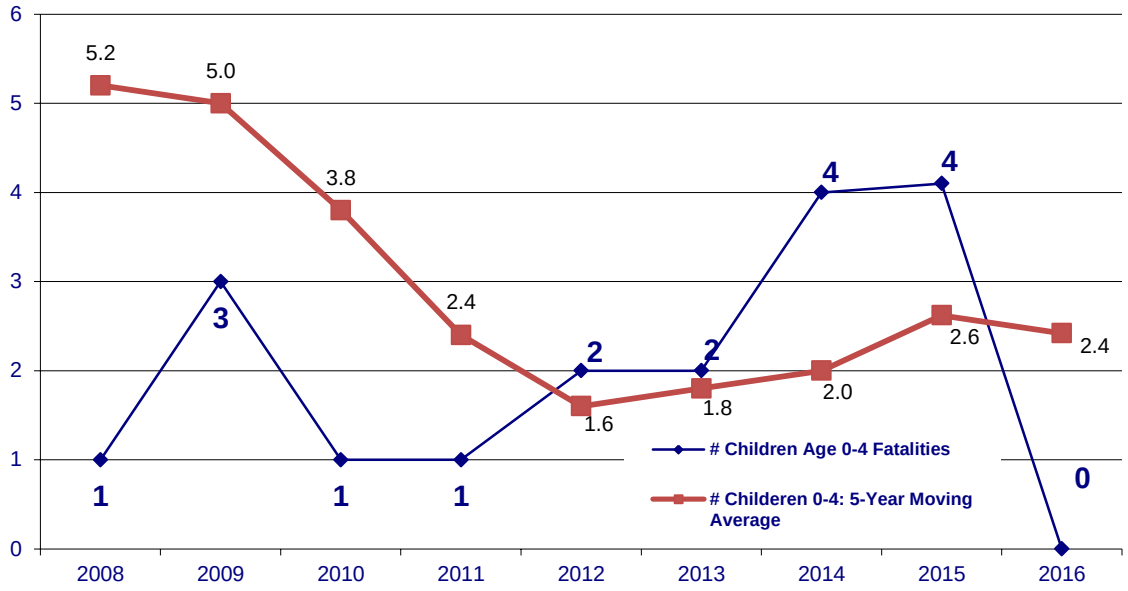
TS-2018-NVOTS 658-00126 NCATS-TYLER CONTRACT

Funding Source: NDOT – 23

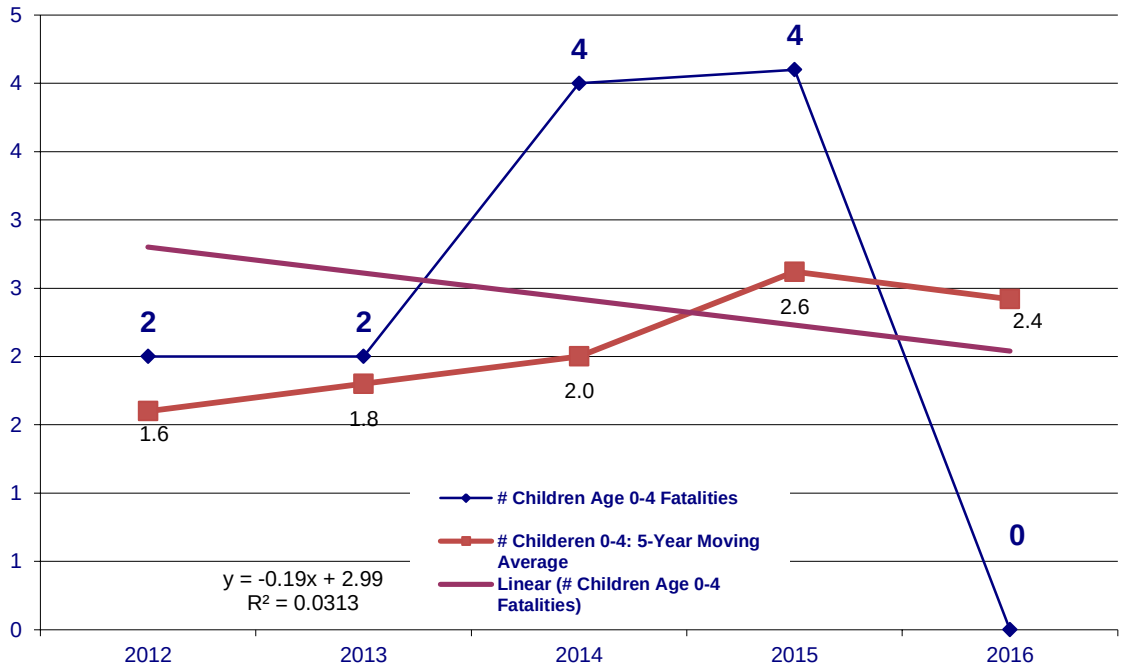
The NCATS repository currently serves primarily as a staging area for crash data which is periodically copied to a data warehouse at the Nevada Department of Transportation (NDOT) for crash data analysis. Some other reporting is available through request to the NCATS Project Manager at DPS Records & Technology. The crash data which populates NCATS is imported through a largely manual process from a number of law enforcement agencies across the state, in addition to data manually entered from paper crash reports by NDOT staff. Some citation data is also collected from law enforcement agencies.

PERFORMANCE MEASURE 12 - CHILD PASSENGER SAFETY

Children Age 0-4 Fatalities



Children Age 0-4 Fatalities



Justification for Performance Target
2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

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

Problem ID Analysis
What: Nevada FARS data shows that there was 11 motor vehicle related fatalities for children aged 0-4 from 2011-2015.

Who: 81.8% of these children were reported as being properly restrained. There's a significant difference in injury severity in children based on restraint usage.

Where: Nearly two thirds of the unrestrained fatalities and serious injuries occured in Clark County.

When: A majority of Nevada's children were injured in traffic crashes on Tuesday and Saturday.

Why: Infant seats have the highest percent of critical misuse, followed by rear-facing convertible seats.

Strategies
- Combine seat belt and child passenger safety educational outreach during all child passenger safety seat inspection events.
- Conduct an impromptu observational seat belt survey during all child passenger safety seat inspection events.
- Continue to provide educational programs and partner with other traffic safety advocates on safety belts, child passenger safety, proper seating and the use of child restraints.

Countermeasure Strategy
OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 12:

Chapter 2 – Seat Belts and Child Restraints

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.

Funding Source

See funding sources and amounts on page 79.

Related Projects

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

Funding Source: 405(b)

This project will provide resources to facilitate Child Passenger Safety training to public safety personnel, emergency responders and other appropriate persons enabling them to assist with public inquiries regarding proper child safety seat fittings, choices, best practices and Nevada laws. It also provides the resources to provide age/weight appropriate child restraints to communities throughout the state that cannot afford to provide them.

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

Funding Source: NDOT

This project will provide resources for REMSA's Point of Impact which offers a comprehensive Child Passenger Safety education program. Point of Impact offers the National Child Passenger Safety Certification training multiple times each year. The course draws participants from urban and rural communities throughout the state. In addition, recertifying technician are given the opportunity to fulfill recertification requirements by attending the program's monthly seat check and by attending one of the multiple continuing education unit (CEU) sessions offered.

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

Funding Source: NDOT

This project will provide resources to address the development and implementation of policies at three area "sister" hospitals within the same healthcare system. The initial step is to develop a child passenger safety discharge policy based on the NHTSA recommendations and best practices. An inclusive approach will be taken, involving multiple areas of the hospital to implement a CPS policy, develop a program, and serve as a resource to the community.

TS-2018-EV Fam-00089 – East Valley Family Services – Child Restraint Safety Program

Funding Source: 405(b)

This project will provide resources to conduct child safety education, inspections and installations at locations throughout East/Central Las Vegas and Laughlin. Public awareness of the car seat safety program will be conducted at all community outreach and public events. Four seasonal car seat safety events including inspections will be held at the EVFS main site in East Las Vegas.

TS-2018-RWFRC-00013 – Ron Woods Family Resource Center –Child Car Seat Safety Program

Funding Source: 402

This project will provide resources for a child seat inspection station and provide CPS-related education to parents and caregivers in Carson, Lyon, Douglas, Storey and other outlying rural counties. Northern Nevada rural regions have few child passenger safety resources. Ron Wood is the only fitting station that also travels to clients in these rural communities.

TS-2018-DPS NHP-00102 – DPS-Nevada Highway Patrol – Child Safety Seat Technician
Funding Source: 405(b)
This project will provide resources to train NHP troopers as Child Passenger Safety Technicians. Once certified, troopers will be able to take a more proactive role in reducing injuries to children through inspection and correct installation of child safety seats during traffic stops and teaching caregivers how to properly install seats themselves. Purchasing new child safety seats and having them available in the rural areas of Nevada will benefit small communities.

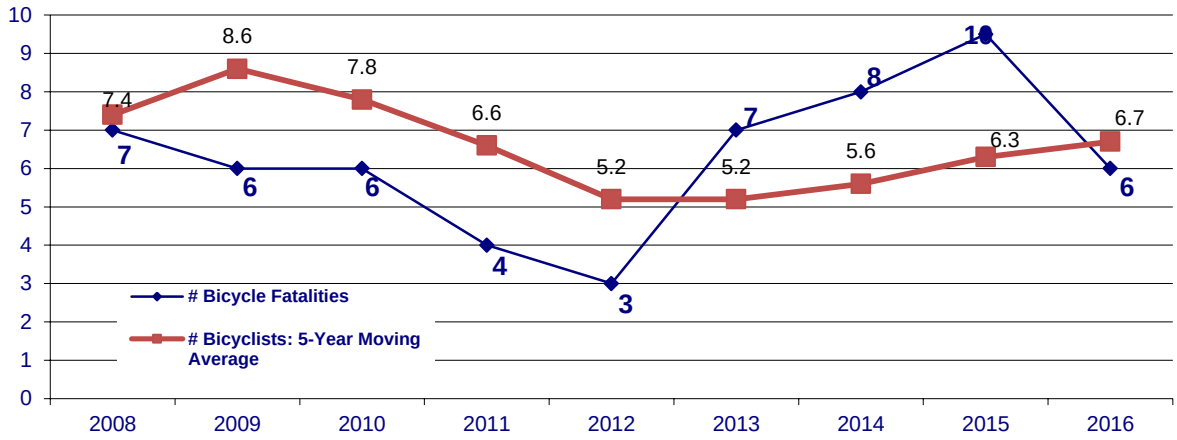
TS-2018-CFRC-00109 – Cappalappa Family Resource Center –Car Seat Safety Program
Funding Source: 405(b)
This project will provide resources to educate caregivers and demonstrate the proper use of child safety seats. The program will be open to all families regardless of their economic status. CFRC will conduct at least 4 community car seat checkpoint/workshops in Northeast Clark County. CFRC will also be available 5 days a week for walk-ins.

TS-2018-Mason Fire-00015 – Mason Valley Fire – CPS Tech Training
Funding Source: 405(b)
This project will provide resources to train additional Child Passenger Safety Technicians and purchase child safety seats to be distributed during community events. Mason Valley Fire Protection will provide educational outreach as well as child passenger safety seats to local caregivers and caregivers within the surrounding communities.

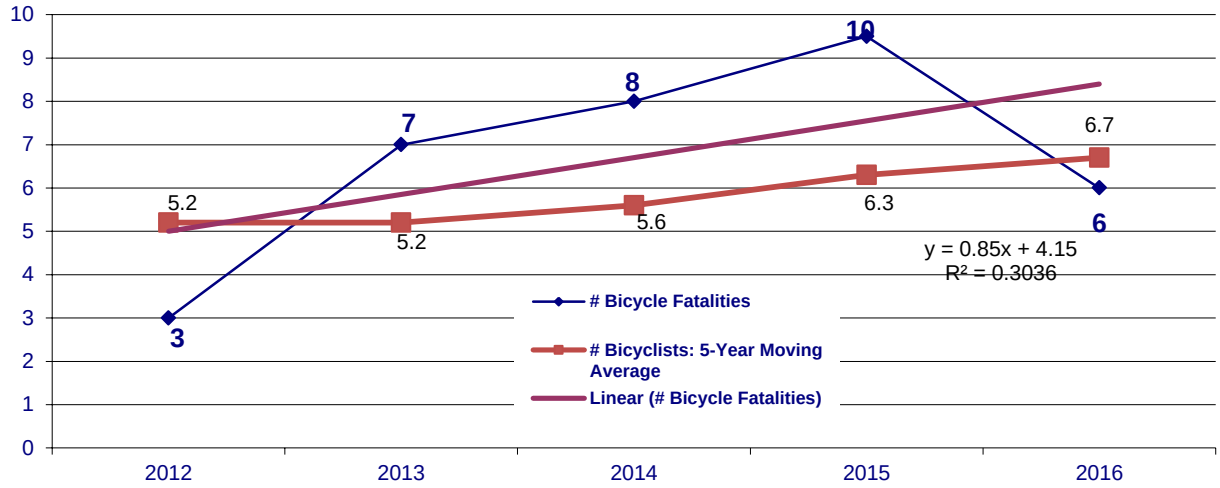
TS-2018-Lyon Co Human-00110 – Lyon County Human – CPS
Funding Source: 405(b)
This project will provide resources to train additional Child Passenger Safety Technicians and purchase child safety seats to be distributed during community events. Lyon County Health Services will conduct outreach to educate the community on the importance of child passenger safety seats. Child Passenger Safety Technicians will provide demonstrations on proper inspection, installation and removal of equipment to minimize fatalities and injuries.

PERFORMANCE MEASURE 13 - NUMBER OF BICYCLE FATALITIES

Bicycle Fatalities



Bicycle Fatality Trend



Justification for Performance Target
2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

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

Problem ID Analysis
What: Between 2011 and 2015, there were 32 bicyclist fatalities on Nevada roadways. 2016 preliminary data shows a reduction to six fatalities following an eight year high in 2015 of 10.

Who: According to data, males are the majority of fatalities on a bicycle. In 2016 the most likely to be killed on bicycles are those between the ages of 45 and 64 years old.

Where: In the five year FARS data from 2011–2015, the primary location of bicycle fatalities is Clark County, the most populated urban area in the state, followed by Washoe County, the second most populated area in the state.

When: While the days of the week vary for fatalities, Thursday and Sunday saw the highest numbers of deaths per NDOT data and Sunday reflected the fewest numbers of deaths. Fatalities happened throughout the day but the largest number occurred after dark.

Why: The contributing factor listed most often on bicycle crashes is improper crossing, followed by failure to yield; both could be either the driver of the car or the rider of the bicycle. Another cause of crashes and serious injuries for cyclists was being impaired and under the influence of drugs. A majority of bicyclist admitted to Nevada Trauma Centers tested positive for alcohol and or drugs.

Strategies
Under the Strategic Highway Safety Plan, bicyclists were formally added to the Pedestrian Critical Emphasis Area. There have been many efforts to support making streets safer for cyclists in Nevada, where safe routes are mandated in both Washoe and Clark County Action Plans. Hundreds of miles of bicycle lanes have been established in the past two years, and continue to grow. The Nevada Department of Transportation coordinates the State's Safe Routes to School program, and encourages education and community events for school age children throughout the year, to walk or ride their bicycle to school. With this comes the need to educate adults and children with a message of safety first and always.

Countermeasure Strategy
OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work

publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 13:

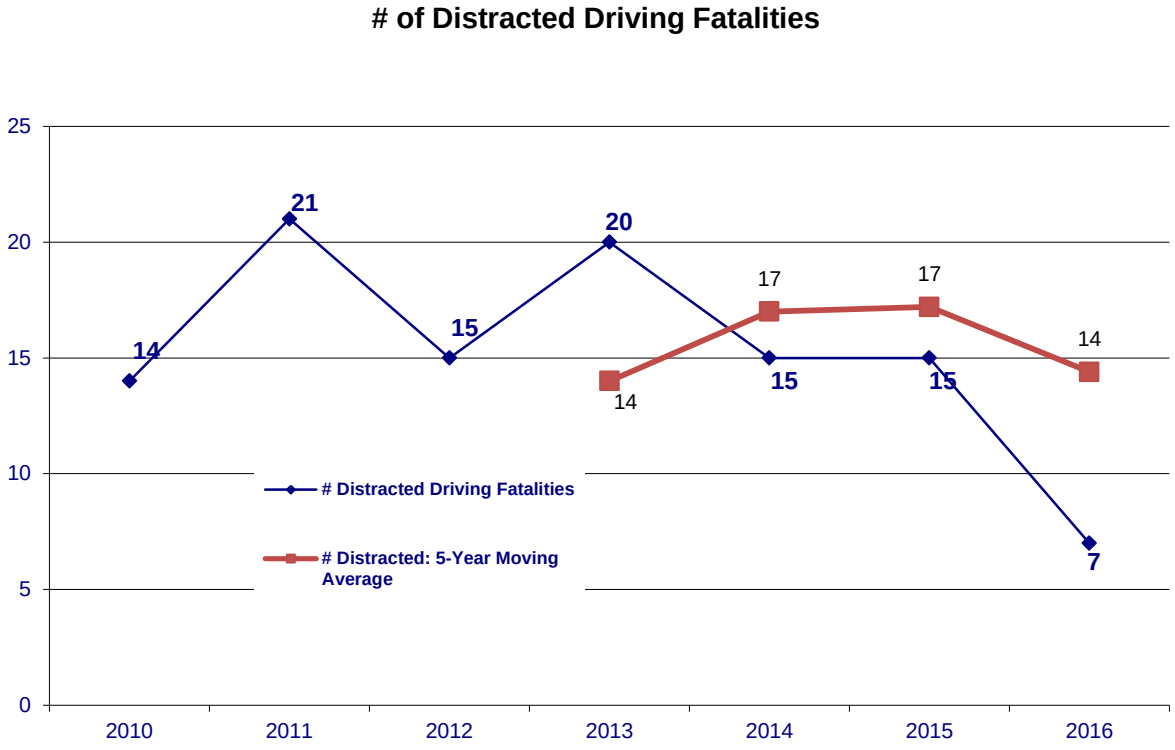
Chapter 9 – Bicycles

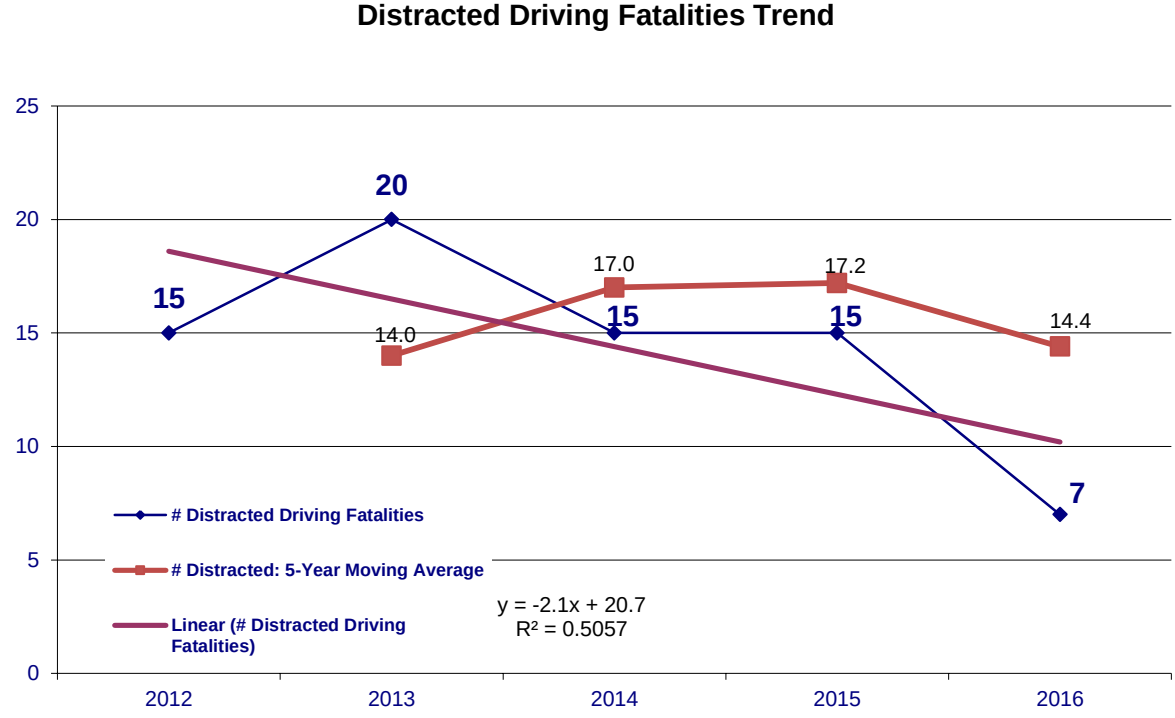
The potential effectiveness of these strategies is documented within the NHTSA Countermeasures That Work publication and the reader should reference it for specifics on Nevada's selected strategies also found in the SHSP.

Funding Source
See funding sources and amounts on page 79.

TS-2018-UNLV-00100 Vulnerable Road Users Project
Funding Source: NDOT
This project is to mitigate traffic crashes involving pedestrians and bicyclists. This is done through community outreach, including: community education; working with road planners/developers, engineers, law enforcement and emergency responders; and through education of decision makers in the community, law enforcement, business leaders, first responders and government using multiple media outlets (print, television, radio, social).

PERFORMANCE MEASURE 14 - NUMBER OF DISTRACTED DRIVING FATALITIES





Justification for Performance Target
2018 performance targets are based on reducing the five-year moving average estimated for the end of 2018 by one. The five-year moving average for 2018 was estimated by extending the trend line for the last four to five years of data. Both the trend from 2012 to 2016 and 2013 to 2016 were evaluated and the more accurate trend was used to project the estimated numbers for 2017 and 2018.

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

Problem ID Analysis
Distracted-related fatalities for Nevada, as defined by FARS, have been relatively small numbers for the past five years. In 2016 only seven crashes and fatalities were reported as being caused by distraction, with 84 listed as "unknown". The difficulty of determining whether a driver was distracted and by what leads us to believe that far more crashes and fatalities are caused by this issue than are officially recorded.

Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA. In contrast, 'looked but did not see" as causation for a crash is used when the driver is paying attention to driving (not distracted), but does not see the relevant vehicle or object (blind spot, etc.).

Nevada's 'no texting/electronic device usage while operating a motor vehicle' law, or NRS 484B.165, was enacted in 2011. It allows for hands-free electronic communication while driving. Exemptions include those for first responders and emergency personnel while on duty and responding to an incident; and a 'Good Samaritan' law, if another driver uses their cell phone to contact 911 due to witnessing an incident.

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).

What: Between 2010 and 2014, there were 85 fatalities from distraction-related crashes in Nevada.

Who For 2010 to 2014, male drivers aged 26 to 35 were involved in most distracted driving fatalities and serious injury crashes, followed by male drivers aged 31 to 35.

Where: Known distracted driving fatalities occurred in four Nevada counties in 2016, two urban and two rural.

When: Most distracted driving fatalities occur during daytime hours and the highest proportion of distracted driving fatalities and serious injuries occur during weekends.

Why: Distraction causation factors as listed in the crash reports indicate the following five driver distractions:

- Cell phone
- Inattention
- Other occupant
- Moving object
- Eating

Countermeasure Strategy
OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem-specific countermeasures for projects under Performance Measure 14:

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.

Funding Source
See funding sources and amounts on page 79.

TS-2018-NVOTS 658-00050 – Nevada Office of Traffic Safety – Joining Forces Master
Funding Source: 402, 405(d)
Joining Forces is an evidence-based traffic safety enforcement program (TSEP) which has been successful in increasing enforcement for all critical emphasis areas. In FY16, 26 agencies participated in Joining Forces; this program has been very effective in all five focus areas, Impaired Drivers- Riders, Distracted Drivers, CIOT, Pedestrian Safety, and Speed. Periodic, high-intensity and sustained, high visibility enforcement (HVE) efforts are proven countermeasures to change drivers behavior. The efforts of multiple law enforcement officers in a specific location for a set period of time amplifies the effectiveness of HVE and reducing dangerous driving behaviors, crashes, injuries and fatalities.

TS-2018-NVOTS 658-00029 – Nevada Office of Traffic Safety – Program Management – Joining Forces

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

This project will provide resources for the management and operation of the DPS-OTS Joining Forces program. Joining Forces focus areas include pedestrians, seat belts, motorcycles, impaired, lane departures and intersection crashes.

MEDIA AND MARKETING PLAN

The purpose of this project is to raise 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.

Performance Goals

OTS will strive to accomplish specific and measurable objectives related to safety marketing during FY 2018. 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:

1. Increase seat belt usage in the 2018 observational survey (or maintain at least 90 percent usage)
2. Reduce impaired driving crashes and fatalities in FY2018
3. Increase compliance with Nevada's hand-held law
4. Reduce pedestrian fatalities in FY2018
5. Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

This plan intends to strike an effective balance between offline awareness and online engagement by reaching a minimum of 85 percent of the target audience with a safety message a minimum average of four times for each driving behavior campaign.

In order to accomplish these goals, OTS will apply a strategic approach by which targeted communication tactics will be employed to educate the public and to promote positive behavioral change, specifically:

• Make efficient use of available budget to establish annual plans for media placement. Purchasing in advance provides savings and more impactful campaigns
• Ensure that social norming messaging and media placement will coincide with enforcement-specific efforts
• Leverage media dollars during nationally funded campaigns by utilizing and incorporating National campaign buys (e.g., May CIOT and Aug–Sept Labor Day Impaired Driving)
• Leverage additional support from Nevada's Zero Fatalities program to strengthen the impact of synchronized campaign messages to the public
• Maximize the media exposure for each campaign and increase the added-value opportunities provided to OTS by media partners
• Place safety messages at high-profile public venues (e.g., sports arenas) where a high volume of people will see safety messages
• Be present at events that connect with the public individually in support of safety campaigns

• Look for relevant tie-ins and integrated messaging from both public and private groups, as applicable (e.g. Uber, DMV, etc.)
• Collaborate with safety partners and Zero Fatalities ambassadors
• Encourage social media interactions related to traffic safety messaging and capitalize on the large social media networks of media partners
• Leverage existing organic resources and networks whenever possible in order to extend the impact of our campaigns
• Tap into national content and research, encourage media partners to engage in campaigns, work with other state departments, create training ties with large local businesses, etc.

FEDERAL FUNDING SUMMARY FFY 2018

Project Name	Project Number	Project Amount	Funding Source	Match Amount	Indirect Cost	MOE	Local Benefit
Program Management Impaired	TS-2018-NVOTS 658-00028	$ 55,746	402 Funds	$ 13,936.50	N/A	$ 13,936.50	$ -
Program Management - OP	TS-2018-NVOTS 658-00027	$ 55,746	402 Funds	$ 13,936.50	N/A	$ 13,936.50	$ -
Program Management JF-var	TS-2018-NVOTS 658-00029	$ 54,583	402 Funds	$ 13,645.75	N/A	N/A	$ -
Program Management -TR	TS-2018-NVOTS 658-00030	$ 55,746	402 Funds	$ 13,936.50	N/A	$ 13,936.50	$ -
Program Management, Ped, DD	TS-2018-NVOTS 658-00031	$ 55,746	402 Funds	$ 13,936.50	N/A	N/A	$ -
Program Management: LEL New	TS-2018-NVOTS 658-00038	$ 124,392	402 Funds	$ 31,098.00	N/A	N/A	$ -
Program Management - PIO	TS-2018-NVOTS 658-00060	$ 79,173	402 Funds	$ 19,793.25	N/A	N/A	$ -
Planning & Administration : New	TS-2018-NVOTS 658-00024	$ 232,960	402 Funds	$ 232,960.00	N/A	N/A	$ -
Professional Development	TS-2018-NVOTS 658-00026	$ 10,000	402 Funds	$ 2,500.00	N/A	N/A	$ -
Joining Forces (JF) - OP	TS-2018-NVOTS 658-00050	$ 243,000	402 Funds	$ 60,750.00	N/A	$ 60,750.00	$ 243,000
Joining Forces (JF) - Speed	TS-2018-NVOTS 658-00050	$ 360,000	402 Funds	$ 90,000.00	N/A	N/A	$ 360,000
Joining Forces (JF) - Pedestrian	TS-2018-NVOTS 658-00050	$ 265,000	402 Funds	$ 66,250.00	N/A	N/A	$ 265,000
Joining Forces (JF) - Distracted Driving	TS-2018-NVOTS 658-00050	$ 315,000	402 Funds	$ 78,750.00	N/A	N/A	$ 315,000
Joining Forces (JF)-Equipment	TS-2018-NVOTS 658-00050	$ 30,000	402 Funds	$ 7,500.00	N/A	N/A	$ 30,000
Joining Forces (JF) - Travel	TS-2018-NVOTS 658-00050	$ 27,000	402 Funds	$ 6,750.00	N/A	N/A	6,750.00
Joining Forces (JF) - Conference	TS-2018-NVOTS 658-00050	$ 10,000	402 Funds	$ 2,500.00	N/A	N/A	-
Traffic Safety Summit	TS-2018-NVOTS 658-00042	$ 30,000	402 Funds	$ 7,500.00	N/A	N/A	-
Ron Wood Car Sear Program	TS-2018-RWFRC-00013	$ 52,148	402 Funds	$ 13,037.00	N/A	$ 13,037.00	$ 52,148
Nye Co SO Impaired Driving	TS-2018-Nye Co SO-00091	$ 30,000	402 Funds	$ 7,500.00	N/A	$ 7,500.00	$ 30,000
Annual Report/HSP	TS-2018-NVOTS 658-00037	$ 20,000	402 Funds	$ 5,000.00	N/A	N/A	$ -
		$ 2,106,240	Total				

Project Name	Project Number	Project Amount	Funding Source	Match Amount	Indirect Cost	MOE	Local Benefit
Program Management -OP New	TS-2018-NVOTS 658-00027	$ 90,665	405b Funds	$ 22,666.25	N/A	$ 22,666.25	N/A
Program Management- OP - JF	TS-2018-NVOTS 658-00029	$ 16,727	405b Funds	$ 4,181.75	N/A	$ 4,181.75	N/A
NHP: Child Seat Tech	TS-2018-DPS NHP-00102	$ 25,320	405b Funds	$ 6,330.00	N/A	$ 6,330.00	N/A
Cappalappa-Car Seat program	TS-2018-CFRC-00109	$ 2,606	405b Funds	$ 651.50	N/A	$ 651.50	N/A
Lyon Co Human Services: CPS Program	TS-2018-Lyon Co Human-00110	$ 1,950	405b Funds	$ 487.50	N/A	$ 487.50	N/A
UNLV: Observational seat belt use survey	TS-2018-UNLV-00083	$ 89,968	405b Funds	$ 22,492.00	$ 8,178.00	$ 20,447.50	N/A
OP Assessment	TS-2018-NVOTS 658-00057	$ 36,000	405b Funds	$ 9,000.00	N/A	$ 9,000.00	N/A
Mason Valley Fire-CPS Tech Trng	TS-2018-Mason Fire-00015	$ 2,670	405b Funds	$ 667.50	N/A	$ 667.50	N/A
East Valley Family Services Child Restraint	TS-2018-EV Fam-00089	$ 9,000	405b Funds	$ 2,250.00		$ 2,250.00	
CPS First Responders	TS-2018-NVOTS 658-00048	$ 6,930	405b Funds	$ 1,732.50	N/A	$ 750.00	N/A
		$ 281,836	Total				
Program Management -Traffic Records	TS-2018-NVOTS 658-00025	$ 69,489	405c Funds	$ 17,372.25	N/A	$ 17,372.25	N/A
TRCC: coordinating committee	TS-2018-NVOTS 658-00043	$ 10,000	405c Funds	$ 2,500.00	N/A	$ 2,500.00	N/A
Traffic Records(TR) Fixed Deliverables -New	TS-2018-NVOTS 658-00045	$ 54,364	405c Funds	$ 13,591.00	N/A	$ 12,500.00	N/A
Traffic Records RMS interfaces (ie, Spillman)	TS-2018-NVOTS 658-00044	$ 50,000	405c Funds	$ 12,500.00	N/A	$ 12,500.00	N/A
Washoe Co. Dist. Attorney - Traffic Accident Investigation	TS-2018-WC DA-00063	$ 10,000	405c Funds	$ 2,500.00	N/A	$ 2,500.00	N/A
TRCC Coordination and Development	TS-2018-NVOTS 658-00055	$ 100,000	405c Funds	$ 25,000.00	N/A	$ 25,000.00	N/A
Sparks Police Department-MAIT	TS-2018-SPD-00070	$ 14,875	405c Funds	$ 3,718.75	N/A	$ 3,718.75	N/A

Project Name	Project Number	Project Amount	Funding Source	Match Amount	Indirect Cost	MOE	Local Benefit
		$ 308,728	Total				
Program Management Impaired	TS-2018-NVOTS 658-00028	$ 108,057	405d Funds	$ 27,014.25	N/A	$ 27,014.25	N/A
Program Management Impaired - JF	TS-2018-NVOTS 658-00029	$ 16,727	405d Funds	$ 4,181.75	N/A	$ 4,181.75	N/A
Program Management Impaired - Temp staff	TS-2018-NVOTS 658-00041	$ 25,000	405d Funds	$ 6,250.00	N/A	$ 6,250.00	N/A
Joining Forces (JF) - Impaired-New	TS-2018-NVOTS 658-00050	$ 400,000	405d Funds	$ 100,000.00	N/A	$ 100,000.00	N/A
Impaired: Judicial Training	TS-2018-NVOTS 658-00021	$ 9,279	405d Funds	$ 2,319.75	N/A	$ 2,500.00	**N/A**
OTS Impaired Training Program/ARIDE,DRE	TS-2018-NVOTS 658-00020	$ 30,000	405d Funds	$ 7,500.00	N/A	$ 7,500.00	N/A
Las Vegas Justice DUI Court	TS-2018-LVJC-00075	$ 50,000	405d Funds	$ 12,500.00	N/A	$ 12,500.00	N/A
Washoe Co 2nc Judicial Felony Crt	TS-2018-WC 2nd Jud Ct-00121	$ 30,000	405d Funds	$ 7,500.00	N/A	$ 7,500.00	N/A
Carson City DUI Court	TS-2018-CC District Court-00068	$ 30,000	405d Funds	$ 7,500.00	N/A	$ 7,500.00	N/A
2018 Traffic Safety DUI Van	TS-2018-LVMPD-00053	$ 50,000	405d Funds	$ 12,500.00	N/A	$ 12,500.00	N/A
Attorney General-TSRP updating the Enforcement Response	TS-2018-AOG-00062	$ 135,000	405d Funds	$ 33,750.00	N/A	$ 33,750.00	N/A
Las Vegas Metro PD-2018 DUI Enforcement	TS-2018-LVMPD-00054	$ 50,000	405d Funds	$ 12,500.00	N/A	$ 12,500.00	N/A
Reno PD Impaired Driving	TS-2018-RPD-00122	$ 35,000	405d Funds	$ 8,750.00	N/A	$ 8,750.00	N/A
Impaired Assessment	TS-2018-NVOTS 658-00058	$ 36,000	405d Funds	$ 9,000.00	N/A	$ 9,000.00	N/A
NV Highway Patrol DUI Saturation	TS-2018-NVOTS 658-00066	$ 100,000	405d Funds	$ 25,000.00	N/A		N/A
		$ 1,105,063	Total				

Project Name	Project Number	Project Amount	Funding Source	Match Amount	Indirect Cost	MOE	Local Benefit
Program Management - Motorcycle	TS-2018-NVOTS 658-00049	$ 33,941	405f Funds	$ 8,485.25	N/A	N/A	N/A
		$ 33,941	Total				
Program Management - Ped New	TS-2018-NVOTS 658-00056	$ 53,189	405h Funds	$ 13,297.25	N/A	N/A	N/A
REMSA: Rethink your Step	TS-2018-REMSA-00018	$ 20,000	405h Funds	$ 5,000.00	in-kind	N/A	N/A
North Las Vegas PD Pedestrian	TS-2018-NLVPD-00105	$ 90,000	405h Funds	$ 22,500.00	N/A	N/A	N/A
Reno PD Pedestrian	TS-2018-RPD-00120	$ 60,000	405h Funds	$ 15,000.00	N/A	N/A	N/A
		$ 223,189	Total				
Program Management - Zero Teen Fatatlities	TS-2018-NVOTS 658-00051	$ 175,000	NDOT-21	$ -	N/A	N/A	N/A
Zero Teen Fatalities Statewide	TS-2018-NVOTS 658-00017	$ 120,000	NDOT-21	$ -	N/A	N/A	N/A
Traffic Safety Outreach/Education	TS-2018-NVOTS 658-00059	$ 15,000	NDOT-21	$ -	N/A	N/A	N/A
Driver's Edge Instruction for Teens	TS-2018-Driver's Edge-00113	$ 300,000	NDOT-21	$ -	N/A	N/A	N/A
Univ. of NV Reno - Impaired/Ped Safety	TS-2018-UNR-00064	$ 21,000	NDOT-21	$ -	N/A	N/A	N/A
Clark County Safekids Child Seats	TS-2018-Trauma Services-00106	$ 30,000	NDOT-21	$ -	N/A	N/A	N/A
REMSA Point of Contact Child Seats	TS-2018-REMSA-00115	$ 40,000	NDOT-21	$ -	N/A	N/A	N/A
Clark County School Dist. Child Seats	TS-2018-Clark County Schools-00072	$ 16,000	NDOT-21	$ -	N/A	N/A	N/A
Carson City 24/7 Sober DUI Program	TS-2018-Carson City District Court-00069	$ 40,000	NDOT-21	$ -	N/A	N/A	N/A
Univ. of NV Las Vegas - Vulnerable Road Users	TS-2018-UNLV-00100	$ 125,000	NDOT-21	$ -	N/A	N/A	N/A

Project Name	Project Number	Project Amount	Funding Source	Match Amount	Indirect Cost	MOE	Local Benefit
National Broadcasters Association	TS-2018-NBA-00087	$ 75,000	NDOT-21	$ -	N/A	N/A	N/A
Mineral County Sheriff Speed	TS-2018-MCSO-00090	$ 10,000	NDOT-21	$ -	N/A	N/A	N/A
Program Management NDOT 21	TS-2018-NVOTS 658-00023	$ 100,000	NDOT-21	$ -	N/A	N/A	N/A
Marketing & Media NDOT	TS-2018-NVOTS 658-00040	$ 200,000	NDOT-21	$ -	N/A	N/A	N/A
MSA-NCATS Module NDOT	TS-2018-NVOTS 658-00046	$ 250,000	NDOT-23	$ -	N/A	N/A	N/A
UNSOM Trauma & EMS	TS-2018-NVOTS 658-00080	$ 272,431	NDOT-23	$ -	N/A	N/A	N/A
EMS Data Management	TS-2018-NVOTS 658-00082	$ 250,000	NDOT-23	$ -	N/A	N/A	N/A
		$ 2,039,431					

GLOSSARY

ACRONYMS OF THE NEVADA HIGHWAY SAFETY OFFICE

AGACID	Attorney General's Advisory Coalition on Impaired Driving
AL/ID	Impaired Driving (Alcohol or Impaired Driving)
AOC	Administrative Office of the Courts (state)
AVMT	Annual Vehicle Miles Traveled
B/P	Bicycle and Pedestrian
BAC	Blood Alcohol Content
BDR	Bill Draft Request (Legislative)
BIID	Breath Ignition Interlock Device
CEA	Critical Emphasis Area (SHSP)
CIOT	"Click it or Ticket" seat belt campaign
CPS	Child Passenger Safety
CY	Calendar Year
DD	Distracted Driving
DMV	Department of Motor Vehicles
DPS-OTS	Department of Public Safety's-Office of Traffic Safety
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
EMS	Emergency Medical Systems
EUDL	Enforcing Underage Drinking Laws
FHWA	Federal Highways Administration
FMCSA	Federal Motor Carrier Safety Administration
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
GR	Governor's Representative for Highway Safety
HSC	Highway Safety Coordinator
HSP	Highway Safety Plan (Behavioral Traffic Safety)
INTOX Committee	Committee on Testing for Intoxication
JF	Joining Forces
LEL	Law Enforcement Liaison
MAP-21	Moving Ahead for Progress in the 21st Century
MC	Motorcycle Safety
MPO	Metropolitan Planning Organization (in NV = RTC)
MVMT	Million Vehicle Miles Traveled
MVO	Motor Vehicle Occupant
NCATS	Nevada Citation & Accident Tracking System
NCJIS	Nevada Criminal Justice Information System
NCSA	National Center for Statistics & Analysis
NDOT	Nevada Department of Transportation
NECTS	NV Executive Committee on Traffic Safety
NEMSIS	National Emergency Medical Services Information System

NHP	NV Highway Patrol
NHTSA	National Highway Traffic Safety Administration
OP	Occupant Protection
OPC	Occupant Protection for Children
OTS	Department of Public Safety's-Office of Traffic Safety
P&A	Planning and Administration
PA	Project Agreement
PBT	Preliminary Breath Tester
PD	Police Department
PED	Pedestrian Safety
PI &E	Public Information and Education
PM	Performance Measure
RFF OR RFP	Request for Funds or Request for Proposal
RTC	Regional Transportation Commission
SAFETEA-LU	Safe, Accountable, Flexible, Transparent, Efficient Transportation Equity Act—A Legacy for Users
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan (many partners)
SO	Sheriff's Office
TRCC	Traffic Records Coordinating Committee
TWG	Technical Working Group
UNLV	University Nevada—Las Vegas
UNR	University Nevada—Reno
TRC	UNLV's Transportation Research Center
VMT	Vehicle Miles Traveled

OTS PROGRAM AREAS

AL/ID	Alcohol/Impaired Driving
OP	Occupant Protection
JF	Joining Forces
MC	Motorcycle Safety
PS	Pedestrian Safety
SP	Speed
TR	Traffic Records
P&A	Planning and Administration

OTS FUNDING GLOSSARY

402	Section 402 of SAFETEA-LU Highway Safety Act Authorization
402 (New PED)	NHTSA Non-motorized grant funds
405(*)	National Priority Safety Programs of MAP-21 Highway Safety Act Authorization (405 (b) OP, 405 (c) TR, 405 (d) AL, and 405 (f) MC)
NDOT	Nevada Department of Transportation Highway Safety
Cat 10, CPASS	State Funding: Child Passenger Safety

APPENDIX A

APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Nevada Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
  (I) 80 percent or more of its annual gross revenues in Federal awards;
  (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Insert in all contracts and funding agreements with other State or private entities the following clause:

  "During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

  a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

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

- Taking appropriate personnel action against such an employee, up to and including termination.
- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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

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

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Certification” including the "Certification

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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

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

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

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

6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
    - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
        - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
        - Increase use of seatbelts by occupants of motor vehicles;
    - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
    - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
    - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
    - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
    - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
    (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: **[*CHECK ONLY ONE*]**

■ Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

□ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Jack M. Wright — 5/17/2017

Signature Governor's Representative for Highway Safety — Date

James Wright, Director Department of Public Safety

Printed name of Governor's Representative for Highway Safety

APPENDIX B

APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Nevada Fiscal Year: 2018

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

James M. Wright 5/17/2017
Signature Governor's Representative for Highway Safety Date

James Wright, Director Department of Public Safety
Printed name of Governor's Representative for Highway Safety

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
FAST Act NHTSA 402								
Planning and Administration								
	PA-2018-TS-00-24	TS-2018-NVOTS 658-00024 P & A	$.00	$380,960.00	$.00	$380,960.00	$380,960.00	$.00
Planning and Administration Total			**$.00**	**$380,960.00**	**$.00**	**$380,960.00**	**$380,960.00**	**$.00**
Alcohol								
	AL-2018-TS-00-28	TS-2018-NVOTS 658-00028 PM-Impaired	$.00	$13,936.50	$.00	$55,746.00	$55,746.00	$.00
	AL-2018-TS-00-91	TS-2018-Nye Co SO-00091 Impaired Drvng	$.00	$7,500.00	$.00	$30,000.00	$30,000.00	$30,000.00
Alcohol Total			**$.00**	**$21,436.50**	**$.00**	**$85,746.00**	**$85,746.00**	**$30,000.00**
Occupant Protection								
	OP-2018-TS-00-27	TS-2018-NVOTS 658-00027 PM-OP	$.00	$13,936.50	$.00	$55,746.00	$55,746.00	$.00
	OP-2018-TS-00-50	TS-2018-NVOTS 658-00050 JF-OP Enf	$.00	$60,750.00	$.00	$243,000.00	$243,000.00	$243,000.00
Occupant Protection Total			**$.00**	**$74,686.50**	**$.00**	**$298,746.00**	**$298,746.00**	**$243,000.00**
Pedestrian/Bicycle Safety								
	PS-2018-TS-00-31	TS-2018-NVOTS0658-00031 PM-Ped/DD	$.00	$13,936.50	$.00	$55,746.00	$55,746.00	$.00
	PS-2018-TS-00-50	TS-2018-NVOTS 658-00050 JF: Ped Enf	$.00	$66,250.00	$.00	$265,000.00	$265,000.00	$265,000.00
Pedestrian/Bicycle Safety Total			**$.00**	**$80,186.50**	**$.00**	**$320,746.00**	**$320,746.00**	**$265,000.00**
Police Traffic Services								
	PT-2018-TS-00-29	TS-2018-NVOTS 658-00029 PM-JF	$.00	$13,645.75	$.00	$54,583.00	$54,583.00	$.00
	PT-2018-TS-00-38	TS-2018-NVOTS0658-00038 LEL	$.00	$31,098.00	$.00	$124,392.00	$124,392.00	$.00
Police Traffic Services Total			**$.00**	**$44,743.75**	**$.00**	**$178,975.00**	**$178,975.00**	**$.00**
Traffic Records								
	TR-2018-TS-00-30	TS-2018-NVOTS 658-00030 PM-TR	$.00	$13,936.50	$.00	$55,746.00	$55,746.00	$.00
Traffic Records Total			**$.00**	**$13,936.50**	**$.00**	**$55,746.00**	**$55,746.00**	**$.00**

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Community Traffic Safety Project								
	CP-2018-TS-00-00	TS-2018-NVOTS 658-00000 PM-PIO	$.00	$19,793.25	$.00	$79,173.00	$79,173.00	$.00
	CP-2018-TS-00-26	TS-2018-NVOTS 658-00026 Prof Dev	$.00	$2,500.00	$.00	$10,000.00	$10,000.00	$.00
	CP-2018-TS-00-37	TS-2018-NVOTS 658-00037 HSP/Annual Rprt	$.00	$5,000.00	$.00	$20,000.00	$20,000.00	$.00
	CP-2018-TS-00-42	TS-2018-NVOTS 658-00042 TS Summitt	$.00	$7,500.00	$.00	$30,000.00	$30,000.00	$.00
	CP-2018-TS-00-50	TS-2018-NVOTS 658-00050 JF: Travel	$.00	$6,750.00	$.00	$27,000.00	$27,000.00	$27,000.00
	CP-2018-TS-0A-50	TS-2018-NVOTS 658-00A50 JF: Equip grants	$.00	$7,500.00	$.00	$30,000.00	$30,000.00	$30,000.00
	CP-2018-TS-0B-50	TS-2018-NVOTS 658-00B50 JF: Conf	$.00	$2,500.00	$.00	$10,000.00	$10,000.00	$.00
Community Traffic Safety Project Total			**$.00**	**$51,543.25**	**$.00**	**$206,173.00**	**$206,173.00**	**$57,000.00**
Speed Enforcement								
	SE-2018-TS-00-50	TS-2018-NVOTS 658-00050 JF: Speed Enf	$.00	$90,000.00	$.00	$360,000.00	$360,000.00	$360,000.00
Speed Enforcement Total			**$.00**	**$90,000.00**	**$.00**	**$360,000.00**	**$360,000.00**	**$360,000.00**
Child Restraint								
	CR-2018-TS-00-13	TS-2018-RWFRC-00013 Car seat prgrm	$.00	$13,037.00	$.00	$52,148.00	$52,148.00	$52,148.00
Child Restraint Total			**$.00**	**$13,037.00**	**$.00**	**$52,148.00**	**$52,148.00**	**$52,148.00**
Distracted Driving								
	DD-2018-TS-00-50	TS-2018-NVOTS 658-00050 JF: DD Enf	$.00	$327,690.00	$.00	$1,310,760.00	$1,310,760.00	$1,310,760.00
Distracted Driving Total			**$.00**	**$327,690.00**	**$.00**	**$1,310,760.00**	**$1,310,760.00**	**$1,310,760.00**
FAST Act NHTSA 402 Total			***$.00***	***$1,098,220.00***	***$.00***	***$3,250,000.00***	***$3,250,000.00***	***$2,317,908.00***
FAST Act 405b OP Low								
405b Low Training								
	M2TR-2018-TS-00-15	TS-2018-Mason Fire-00015 CPS Tech Trng	$.00	$667.50	$.00	$2,670.00	$2,670.00	$.00
	M2TR-2018-TS-00-48	TS-2018-NVOTS 658-0048 CPS First Respond	$.00	$1,732.50	$.00	$6,930.00	$6,930.00	$.00
	M2TR-2018-TS-01-02	TS-2018-DPS-NHP-00102 Car Seat Tech trng	$.00	$6,330.00	$.00	$25,320.00	$25,320.00	$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405b Low Training Total			**$.00**	**$8,730.00**	**$.00**	**$34,920.00**	**$34,920.00**	**$.00**
405b Low Community CPS Services								
	M2CPS-2018-TS-00-89	TS-2018-EV Fam-00089 Child restraint	$.00	$2,250.00	$.00	$9,000.00	$9,000.00	$.00
	M2CPS-2018-TS-01-09	TS-2018-CFRC-00109 Cappalappa RC -CPS	$.00	$651.50	$.00	$2,606.00	$2,606.00	$.00
	M2CPS-2018-TS-01-10	TS-2018-Lyon Co Human-00110 CPS prgrm	$.00	$487.50	$.00	$1,950.00	$1,950.00	$.00
405b Low Community CPS Services Total			**$.00**	**$3,389.00**	**$.00**	**$13,556.00**	**$13,556.00**	**$.00**
405b Low OP Information System								
	M2OP-2018-TS-00-57	TS-2018-NVOTS 658-00057 OP Assessment	$.00	$9,000.00	$.00	$36,000.00	$36,000.00	$.00
	M2OP-2018-TS-00-83	TS-2018-UNLV-00083 observational belt su	$.00	$22,492.00	$.00	$89,968.00	$89,968.00	$.00
405b Low OP Information System Total			**$.00**	**$31,492.00**	**$.00**	**$125,968.00**	**$125,968.00**	**$.00**
405b OP Low								
	M2X-2018-TS-00-27	TS-2018-NVOTS 658-00027 PM - OP	$.00	$56,666.25	$.00	$226,665.00	$226,665.00	$.00
	M2X-2018-TS-00-29	TS-2018-NVOTS 658-00029 PM, JF Enf	$.00	$4,181.75	$.00	$16,727.00	$16,727.00	$.00
405b OP Low Total			**$.00**	**$60,848.00**	**$.00**	**$243,392.00**	**$243,392.00**	**$.00**
FAST Act 405b OP Low Total			***$.00***	***$104,459.00***	***$.00***	***$417,836.00***	***$417,836.00***	***$.00***
FAST Act 405c Data Program								
405c Data Program								
	M3DA-2018-TS-00-25	TS-2018-NVOTS 658-00025 PM, TR	$.00	$17,372.25	$.00	$69,489.00	$69,489.00	$.00
	M3DA-2018-TS-00-43	TS-2018-NVOTS658-0043 TRCC committee	$.00	$2,500.00	$.00	$10,000.00	$10,000.00	$.00
	M3DA-2018-TS-00-44	TS-2018-NVOTS 658-0044 TS-RMS Interfaces	$.00	$12,500.00	$.00	$50,000.00	$50,000.00	$.00
	M3DA-2018-TS-00-45	TS-2018-NVOTS 658-0045 Fixed Deliverable	$.00	$90,766.00	$.00	$363,064.00	$363,064.00	$.00
	M3DA-2018-TS-00-55	TS-2017-NVOTS 658-00055 TRCC Strategic P	$.00	$25,000.00	$.00	$100,000.00	$100,000.00	$.00
	M3DA-2018-TS-00-63	TS-2018-WC DA-00063 Accident Investigati	$.00	$2,500.00	$.00	$10,000.00	$10,000.00	$.00
	M3DA-2018-TS-00-70	TS-2018-SPD-00070 MAIT	$.00	$3,718.75	$.00	$14,875.00	$14,875.00	$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405c Data Program Total			**$.00**	**$154,357.00**	**$.00**	**$617,428.00**	**$617,428.00**	**$.00**
FAST Act 405c Data Program Total			***$.00***	***$154,357.00***	***$.00***	***$617,428.00***	***$617,428.00***	***$.00***
FAST Act 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2018-TS-00-50	TS-2018-NVOTS 658-00050 JF-Impaired Enf	$.00	$294,500.00	$.00	$1,178,000.00	$1,178,000.00	$.00
	M5HVE-2018-TS-00-53	TS-2018-LVMPD-00053 DUI Van	$.00	$12,500.00	$.00	$50,000.00	$50,000.00	$.00
	M5HVE-2018-TS-00-54	TS-2018-LVMPD-00054 DUI Enf	$.00	$12,500.00	$.00	$50,000.00	$50,000.00	$.00
	M5HVE-2018-TS-00-66	TS-2018-DPS-NHP-00066 DUI Saturation pat	$.00	$25,000.00	$.00	$100,000.00	$100,000.00	$.00
	M5HVE-2018-TS-01-22	TS-2018-RPD-00122 Enf & Education	$.00	$8,750.00	$.00	$35,000.00	$35,000.00	$.00
405d Mid HVE Total			**$.00**	**$353,250.00**	**$.00**	**$1,413,000.00**	**$1,413,000.00**	**$.00**
405d Mid ID Coordinator								
	M5IDC-2018-TS-00-28	TS-2018-NVOTS 658-00028 PM - Impaired	$.00	$27,014.25	$.00	$108,057.00	$108,057.00	$.00
	M5IDC-2018-TS-00-29	TS-2018-NVOTS 658-00029 PM - JF Enf Impr	$.00	$4,181.75	$.00	$16,727.00	$16,727.00	$.00
	M5IDC-2018-TS-00-41	TS-2018-NVOTS 658-0041 Temp Employee	$.00	$6,250.00	$.00	$25,000.00	$25,000.00	$.00
405d Mid ID Coordinator Total			**$.00**	**$37,446.00**	**$.00**	**$149,784.00**	**$149,784.00**	**$.00**
405d Mid Court Support								
	M5CS-2018-TS-00-68	TS-2018-CC District Court-00068 DUI Ct	$.00	$7,500.00	$.00	$30,000.00	$30,000.00	$.00
	M5CS-2018-TS-00-75	TS-2018-LVJC-00075 DUI Court	$.00	$12,500.00	$.00	$50,000.00	$50,000.00	$.00
	M5CS-2018-TS-01-21	TS-2018-WC 2nd Jud Ct-00121 DUI Court	$.00	$7,500.00	$.00	$30,000.00	$30,000.00	$.00
405d Mid Court Support Total			**$.00**	**$27,500.00**	**$.00**	**$110,000.00**	**$110,000.00**	**$.00**
405d Mid Training								
	M5TR-2018-TS-00-20	TS-2018-NVOTS 658-00020 ARIDE/DRE trng	$.00	$7,500.00	$.00	$30,000.00	$30,000.00	$.00
	M5TR-2018-TS-00-21	TS-2018-NVOTS 658-00021 Judicial Trng	$.00	$2,319.75	$.00	$9,279.00	$9,279.00	$.00
405d Mid Training Total			**$.00**	**$9,819.75**	**$.00**	**$39,279.00**	**$39,279.00**	**$.00**

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405d Impaired Driving Mid								
	M5X-2018-TS-00-58	TS-2018-NVOTS 658-00058 Imprd Assessment	$.00	$9,000.00	$.00	$36,000.00	$36,000.00	$.00
	M5X-2018-TS-00-62	TS-2018-AOG-00062 updating enf response	$.00	$33,750.00	$.00	$135,000.00	$135,000.00	$.00
405d Impaired Driving Mid Total			**$.00**	**$42,750.00**	**$.00**	**$171,000.00**	**$171,000.00**	**$.00**
FAST Act 405d Impaired Driving Mid Total			***$.00***	***$470,765.75***	***$.00***	***$1,883,063.00***	***$1,883,063.00***	***$.00***
FAST Act 405f Motorcycle Programs								
405f Motorcycle Programs								
	M9X-2018-TS-00-49	TS-2018-NVOTS 658-00049 M/C programs	$.00	$16,970.50	$.00	$67,882.00	$67,882.00	$.00
405f Motorcycle Programs Total			**$.00**	**$16,970.50**	**$.00**	**$67,882.00**	**$67,882.00**	**$.00**
FAST Act 405f Motorcycle Programs Total			***$.00***	***$16,970.50***	***$.00***	***$67,882.00***	***$67,882.00***	***$.00***
FAST Act 405h Nonmotorized Safety								
405h Training								
	FHTR-2018-TS-00-18	TS-2018-REMSA-00018 Rethink your step	$.00	$5,000.00	$.00	$20,000.00	$20,000.00	$.00
405h Training Total			**$.00**	**$5,000.00**	**$.00**	**$20,000.00**	**$20,000.00**	**$.00**
405h Law Enforcement								
	FHLE-2018-TS-01-05	TS-2018-NLVPD-00105 Ped Enf, Education	$.00	$22,500.00	$.00	$90,000.00	$90,000.00	$.00
	FHLE-2018-TS-01-20	TS-2018-RPD-00120 Enf & Education	$.00	$15,000.00	$.00	$60,000.00	$60,000.00	$.00
405h Law Enforcement Total			**$.00**	**$37,500.00**	**$.00**	**$150,000.00**	**$150,000.00**	**$.00**
405h Nonmotorized Safety								
	FHX-2018-TS-00-56	TS-2018-NVOTS 658-00056 PM - Ped	$.00	$37,405.50	$.00	$149,622.00	$149,622.00	$.00
405h Nonmotorized Safety Total			**$.00**	**$37,405.50**	**$.00**	**$149,622.00**	**$149,622.00**	**$.00**
FAST Act 405h Nonmotorized Safety Total			***$.00***	***$79,905.50***	***$.00***	***$319,622.00***	***$319,622.00***	***$.00***
NHTSA Total			***$.00***	***$1,924,677.75***	***$.00***	***$6,555,831.00***	***$6,555,831.00***	***$2,317,908.00***
Total			***$.00***	***$1,924,677.75***	***$.00***	***$6,555,831.00***	***$6,555,831.00***	***$2,317,908.00***

APPENDIX C – Part 1 – Occupant Protection 405(b)

NHTSA

FY18 405(b)
Occupant Protection

State

Nevada

PART 1: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)

☑ Check the box only if applying for an Occupant Protection grant

All States: [Fill in all blanks below.]

The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

The State occupant protection program area plan for the upcoming fiscal year is provided on HSP page #:

HSP Page 106

The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided on HSP page #:

HSP Page 109

A table that documents the State's active network of child restraint inspection stations is provided on HSP page #:

HSP Page 113

Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.

A table that identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians is provided on HSP page #:

HSP Page 113

Lower Seat belt Use States Only:
[Check at least 3 boxes below and fill in all blanks related to those checked boxes]

Primary Enforcement Seat Belt Use Statute ☐

The State primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:	
Last amended on:	
Insert legal citation(s):	

Occupant Protection Statute ☑

The State occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:	1985
Last amended on:	2003
Insert legal citation(s):	
Requirement for all occupants to be secured in seat belt or age appropriate child restraint:	NRS 484D.495, NRS 484B.157
Coverage of all passenger motor vehicles:	NRS 484D.495, #2, a - b, NRS484B.157, #1
Minimum fine of at least $25:	NRS 484D.495, #3, b, NRS484B.157, #2, a
Exemptions from restraint requirements:	NRS 484D.495, #5, #6, a - e, NRS484B.157, #7

Seat Belt Enforcement ☑

The State seat belt enforcement plan is provided on HSP page #:

HSP Page 109

High Risk Population Countermeasure Programs ☑

The State's data-driven programs to improve seat belt and child restraint use for at least 2 of the following at-risk populations (drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, or other at-risk populations as identified in the occupant protection program area is provide on HSP page #:

HSP Page 113

Comprehensive Occupant Protection Program ☐

Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date:

Multi-year strategic plan is provided on HSP page or attachment #:

Name and title of State designated occupant protection coordinator:

List that contains the names, titles and organizations of the statewide occupant protection task force membership is provided on HSP page #:

Occupant Protection Program Assessment ☑

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted within 3 years prior to the application date (enter date): 07/25/2014

EXHIBIT 1.1- Nevada Occupant Protection Certification

Brian Sandoval
Governor

Nevada Department of Public Safety

James M. Wright
Director

Jackie Muth
Deputy Director

Director's Office
555 Wright Way
Carson City, Nevada 89711-0525
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May 17, 2017

Gina Espinosa-Salcedo, Regional Administrator
National Highway Traffic Safety Administration
Region 8
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228

Dear Ms. Espinosa-Salcedo:

By Executive Order, the Governor of Nevada has named the Director of the Nevada Department of Public Safety as the Governor's Representative for Highway Safety.

I certify that Nevada's child restraint inspection stations and events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Sincerely,

James Wright, Director
Nevada Department of Public Safety

EXHIBIT 1.2- Nevada Occupant Protection Plan

OCCUPANT PROTECTION PLAN

Nevada's 2018 Occupant Protection plan was developed as prescribed by NHTSA's Highway Safety Program Guideline No. 20.

1. Program Management

The goal of the Nevada Occupant Protection Program is to reduce unbelted fatalities and serious injuries while increasing occupant seat belt usage rates and child restraint use. To achieve this goal a combination of legislation, enforcement, communication and education strategies will be utilized and described in the 2018 Occupant Protection Plan. The countermeasure strategies and projects the State will implement are described under Performance Measures 4 and 12 of the Highway Safety Plan.

During 2018, the Nevada Department of Public Safety, Office of Traffic Safety (DPS-OTS) will continue to provide leadership, training and technical assistance to other State and local agencies, communities, and non-profit organizations to reduce unbelted fatalities, serious injuries and increase the seat belt usage rate. This will be achieved by supporting program objectives, strategies and activities with the greatest potential for impact, those of high visibility law enforcement coupled with paid and earned media and by continuing to provide traffic safety information, education and necessary training to all demographics within Nevada.

The DPS-OTS occupant protection plan is an integral part of Nevada's Strategic Highway Safety Plan (SHSP) and the Occupant Protection Critical Emphasis Area (OP CEA) strategies. The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing fatalities and serious injuries on all Nevada public roads. The plan establishes statewide goals and critical emphasis areas developed in consultation with Federal, State, local and private sector safety stakeholders. The OP CEA team consists of various state and local agencies, the medical community and private industry representatives. The OP CEA strategies include:

- Analyze data, prepare documents and disseminate information to support the use of occupant protection.
- Maximize proper restraint use through enforcement and public outreach campaigns.
- Analyze data and prepare documents to support occupant protection legislation.

For project/program detail and specific countermeasures reference the 2018 Highway Safety Plan, Performance Measure 4 beginning on page 27.

2. Legislation

Nevada currently has a secondary seat belt enforcement law and has considered adoption of a primary law for the last eight biennial legislative sessions. While there are proponents and opponents of a primary seat belt law in Nevada, the quality and analysis of data used to facilitate the discussion has kept decision makers informed on the latest seat belt trends in the State. Primary seat belt laws permit law enforcement officers to cite a driver if he/she is not wearing a seat belt independent of any other

traffic violation. Secondary enforcement laws only allow citations if the officer stops the individual for a different violation.

Nevada's Seat Belt Law

Nevada Revised Statute (NRS) 484D.495 states:

NRS 484D.495 Safety belts and shoulder harness assembly; requirements for child and other passenger; penalty; exemptions. [Effective until the date the Federal Government rescinds the requirement for the installation of automatic restraints in new private passenger motor vehicles, if that action is based upon the enactment or continued operation of certain amendatory and transitory provisions contained in chapter 480, Statutes of Nevada 1987.]

1. It is unlawful to drive a passenger car manufactured after:

(A) January 1, 1968, on a highway unless it is equipped with at least two lap-type safety belt assemblies for use in the front seating positions.

(b) January 1, 1970, on a highway unless it is equipped with a lap-type safety belt assembly for each permanent seating position for passengers. This requirement does not apply to the rear seats of vehicles operated by a police department or sheriff's office.

(C) January 1, 1970, unless it is equipped with at least two shoulder-harness-type safety belt assemblies for use in the front seating positions.

2. Any person driving, and any passenger who:

(A) Is 6 years of age or older; or

(B) weighs more than 60 pounds, regardless of age,

 who rides in the front or back seat of any vehicle described in subsection 1, having an unladen weight of less than 10,000 pounds, on any highway, road or street in this State shall wear a safety belt if one is available for the seating position of the person or passenger.

3. A citation must be issued to any driver or to any adult passenger who fails to wear a safety belt as required by subsection 2. If the passenger is a child who:

(A) Is 6 years of age or older but less than 18 years of age, regardless of weight; or

(b) Is less than 6 years of age but who more than 60 pounds weighs?

 a citation must be issued to the driver for failing to require that child to wear the safety belt, but if both the driver and that child are not wearing safety belts, only one citation may be issued to the driver for both violations. A citation may be issued pursuant to this subsection only if the violation is discovered when the vehicle is halted or its driver arrested for another alleged violation or offense. Any person who violates the provisions of subsection 2 shall be punished by a fine of not more than $25 or by a sentence to perform a certain number of hours of community service.

4. A violation of subsection 2:

(a) Is not a moving traffic violation under NRS 483.473?

(b) May not be considered as negligence or as causation in any civil action or as negligent or reckless driving under NRS 484B.653.

(c) May not be considered as misuse or abuse of a product or as causation in any action brought to recover damages for injury to a person or property resulting from the manufacture, distribution, sale or use of a product.

5. The Department shall exempt those types of motor vehicles or seating positions from the requirements of subsection 1 when compliance would be impractical.

6. The provisions of subsections 2 and 3 do not apply:

(a) To a driver or passenger who possesses a written statement by a physician certifying that the driver or passenger is unable to wear a safety belt for medical or physical reasons;

(b) If the vehicle is not required by federal law to be equipped with safety belts;

(c) To an employee of the United States Postal Service while delivering mail in the rural areas of this State;

(d) If the vehicle is stopping frequently, the speed of that vehicle does not exceed 15 miles per hour between stops and the driver or passenger is frequently leaving the vehicle or delivering property from the vehicle; or

(e) Except as otherwise provided in NRS 484D.500, to a passenger riding in a means of public transportation, including a school bus or emergency vehicle.

7. It is unlawful for any person to distribute, have for sale, offer for sale or sell any safety belt or shoulder harness assembly for use in a motor vehicle unless it meets current minimum standards and specifications of the United States Department of Transportation.

(Added to NRS by 1969, 1209; A 1985, 1953, 2294; 1987, 1106; 2001 Special Session, 151; 2003, 274, 506, 2080) — (Substituted in revision for NRS 484.641)

Policy

It is the Department of Public Safety's policy that all employees wear a seat belt at all times while traveling in a passenger vehicle, while on duty or serving in an official capacity.

Nevada's Child Passenger Safety Law

Nevada currently has a primary child restraint law. Nevada Revised Statute (NRS) 484B.157 states:

NRS 484B.157 Child less than 6 years of age and weighing 60 pounds or less to be secured in child restraint system while being transported in motor vehicle; requirements for system; penalties; programs of training; waiver or reduction of penalty under certain circumstances; application of section.

1. Except as otherwise provided in subsection 7, any person who is transporting a child who is less than 6 years of age and who weighs 60 pounds or less in a motor vehicle operated in this State which is equipped to carry passengers shall secure the child in a child restraint system which:

(a) Has been approved by the United States Department of Transportation in accordance with the Federal Motor Vehicle Safety Standards set forth in 49 C.F.R. Part 571;

(B) is appropriate for the size and weight of the child; and

(c) Is installed within and attached safely and securely to the motor vehicle:

(1) In accordance with the instructions for installation and attachment provided by the manufacturer of the child restraint system; or

(2) In another manner that is approved by the National Highway Traffic Safety Administration.

2. If a defendant pleads or is found guilty of violating the provisions of subsection 1, the court shall:

(a) For a first offense, order the defendant to pay a fine of not less than $100 or more than $500 or order the defendant to perform not less than 10 hours or more than 50 hours of community service;

(b) For a second offense, order the defendant to pay a fine of not less than $500 or more than $1,000 or order the defendant to perform not less than 50 hours or more than 100 hours of community service; and

(c) For a third or subsequent offense, suspend the driver's license of the defendant for not less than 30 days or more than 180 days.

3. At the time of sentencing, the court shall provide the defendant with a list of persons and agencies approved by the Department of Public Safety to conduct programs of training and perform

inspections of child restraint systems. The list must include, without limitation, an indication of the fee, if any, established by the person or agency pursuant to subsection 4. If, within 60 days after sentencing, a defendant provides the court with proof of satisfactory completion of a program of training provided for in this subsection, the court shall:

(a) If the defendant was sentenced pursuant to paragraph (a) of subsection 2, waive the fine or community service previously imposed; or

(b) If the defendant was sentenced pursuant to paragraph (b) of subsection 2, reduce by one-half the fine or community service previously imposed.

 a defendant is only eligible for a reduction of a fine or community service pursuant to paragraph (b) if the defendant has not had a fine or community service waived pursuant to paragraph (a).

4. A person or agency approved by the Department of Public Safety to conduct programs of training and perform inspections of child restraint systems may, in cooperation with the Department, establish a fee to be paid by defendants who are ordered to complete a program of training. The amount of the fee, if any:

(A) Must be reasonable; and

(b) May, if a defendant desires to acquire a child restraint system from such a person or agency, include the cost of a child restraint system provided by the person or agency to the defendant.

 a program of training may not be operated for profit.

5. For the purposes of NRS 483.473, a violation of this section is not a moving traffic violation.

6. A violation of this section may not be considered:

(A) Negligence in any civil action; or

(b) Negligence or reckless driving for the purposes of NRS 484B.653.

7. This section does not apply:

(a) To a person who is transporting a child in a means of public transportation, including a taxi, school bus or emergency vehicle.

(b) When a physician determines that the use of such a child restraint system for the particular child would be impractical or dangerous because of such factors as the child's weight, physical unfitness or medical condition. In this case, the person transporting the child shall carry in the vehicle the signed statement of the physician to that effect.

8. As used in this section, "child restraint system" means any device that is designed for use in a motor vehicle to restrain, seat or position children. The term includes, without limitation:

(a) Booster seats and belt-positioning seats that are designed to elevate or otherwise position a child so as to allow the child to be secured with a safety belt;

(B) Integrated child seats; and

(C) Safety belts that are designed specifically to be adjusted to accommodate children.

(Added to NRS by 1983, 1888; A 1985, 1170, 2293; 1995, 1528; 2003, 2079; 2005, 119; 2007, 1026) — (Substituted in revision for NRS 484.474)

3. **Enforcement Program**

DPS-OTS recognizes that aggressive enforcement of occupant protection laws is a truly effective way to reduce motor vehicle crashes and fatalities on our highways. DPS-OTS will continue its commitment to finding resources to assist law enforcement in their efforts to reduce crashes and fatalities on Nevada's roadways.

Joining Forces has been a very successful, ongoing multi-jurisdiction law enforcement program in Nevada since 2002. High visibility enforcement (HVE) campaigns are conducted year round throughout the State in line with national campaigns, through saturation patrols. In 2017-2018 12 statewide HVE

campaigns are scheduled focusing on Seatbelt and Child Safety Seat use, Impaired Driving, Distracted Driving, Speed, and Pedestrian Safety. Joining Forces provides overtime funds for these enforcement activities. This program allows smaller, rural agencies to conduct specific traffic enforcement events for which they would otherwise not have personnel or equipment to participate. It also promotes camaraderie and cooperation between regional law enforcement agencies. This program has been very successful in increasing enforcement for all traffic safety areas. High-intensity and sustained, high visibility enforcement (HVE) efforts are proven countermeasures to change in driving behavior. The efforts of multiple law enforcement agencies in specific locations for a set period of time amplifies the effectiveness of HVE and reduces dangerous driving behaviors, crashes, injuries and fatalities. A set calendar of events is created yearly , seat belt enforcement is the focus during CIOT however seat belt utilization and child passenger safety is a point of emphasis during all other campaigns. Please reference page 21 of the Highway Safety Plan for the Joining Forces Event Schedule.

The May 2017 Click it or Ticket campaign was one of three mandatory events for the Joining Forces program with a secondary CIOT enforcement campaign in November 2016. Twenty-six of Nevada's law enforcement agencies participated in this campaign serving well over 95% of the state's population. The November 2016 enforcement campaign alone yielded 5,458 traffic related citations and arrests, which included 331 seat belt citations, 49 child passenger citations and 9 DUI arrests. Law enforcement personnel worked 2,550.5 hours conducting overtime and regular time enforcement activities. The most common traffic violation by far, was for speeding, with 2,047 citations written.

Nevada will participate in the 2018 *Click it or Ticket* national mobilization. A continued focus is needed on occupant protection strategies, such as high visibility enforcement that measurably changes behavior.

Participating Law Enforcement Agencies
Nevada Population: 2,882,597

Police Departments by County	County Population	County Unrestrained Fatalities 2016	HVE Involved
Carson City	56,871	2	Y
Churchill	26,126	3	N
Fallon			Y
Clark	2,089,331	97	N
Boulder			Y
Henderson			Y
Las Vegas Metro			Y
Mesquite			Y
No. Las Vegas			Y
Douglas	47,503	4	Y
Elko	55,666	5	Y
West Wendover			Y
Esmeralda	1,025	3	N
Eureka	2,019	1	N
Humboldt	18,207	4	Y
Winnemucca			Y
Lander	6,322	3	Y
Lincoln	5,312	1	Y

Lyon	53,726	1	Y
Mineral	3,976	4	Y
Nye	44,863	5	Y
Pershing	6,884	1	N
Storey	4,165	1	N
Washoe	450,363	25	Y
Reno			Y
Sparks			Y
University of Nevada, Reno			Y
Washoe Schools			Y
White Pine	10,238	4	Y
Statewide - NHP			Y

4. Communication

DPS-OTS will develop and publish behavior-altering traffic safety announcements and messaging that address: 1) impaired driving, 2) safety belt usage, 3) pedestrian safety, 4) motorcycle safety and 5) distracted driving. These announcements and messaging are in an effort to maintain a downward trend in fatalities and serious injuries on Nevada's roadways. The hard hitting media messages will air along with highly visible enforcement activities.

Campaigns include TV, radio, on-line, signage, outreach and educational materials. DPS-OTS provided funding for paid occupant protection media campaigns during the November 2016 Click it or Ticket mobilization. The campaign included a hard-hitting paid media message combined with stepped up enforcement of safety belt laws with the Joining Forces Program. DPS-OTS utilized the national paid media materials for the May 2017 Click it or Ticket mobilization.

5. Occupant Protection for Children

During 2018, DPS-OTS will continue public education efforts aimed at proper use of child safety seats. For project/program detail and specific countermeasures reference the 2018 Highway Safety Plan, Performance Measure 12 beginning on page 66.

Child Passenger Safety Advisory Board

Nevada's Child Passenger Safety Advisory Board (CPS AB) will continue to play a significant role in changing Nevada's CPS landscape. Currently, the CPS AB consists of eleven members representing health care, law enforcement, injury prevention, education, child safety advocates, Safe Kids chapters and nationally certified CPS technicians and instructors.

Family Vehicle Safety Program

The CPS AB created the Family Vehicle Safety Program (FVSP) to provide training to caregivers who have received a citation for a child safety seat violation. The training is a two-hour educational program that includes one hour of classroom instruction and one hour of hands-on instruction in the correct installation of the child safety seat. In 2014, the CPS AB updated the curriculum to include the most current NHTSA recommendations, curricula and best practice regarding child passenger safety.

DPS-OTS and the CPS AB will continue their efforts in maintaining this important service to Nevada's community by offering FVSP classes in both English and Spanish. An FVSP agency and instructors must meet minimum qualifications as determined by the CPS AB. An FVSP agency must be a non-profit organization and provide a copy of its current 501(c) certification to verify non-profit status annually. This program cannot be run for profit per NRS 484B.157. FVSP providers must:

- Be approved by the CPS AB.
- Be a currently certified CPS technician or instructor.
- Be an active, certified technician for at least one year.
- Shadow an existing FVSP instructor before teaching the curriculum alone.

Currently, Nevada has nine approved providers throughout the state. The education program is accessible to over 91% of the State's population.

Child Passenger Safety (CPS) Certified Technicians

To ensure child passenger safety, it is essential that public safety personnel, emergency responders and other appropriate persons receive necessary CPS training. This training will enable them to educate and inform parents and caregivers on the proper installation and utilization of child passenger safety seats.

In 2018, DPS-OTS will continue to sponsor CPS Technician certification and re-certification training events to offer flexible opportunities for current and new technicians, as well as specific targeted training for law enforcement officers. CPS trainings are offered on an as-needed basis. This approach enables DPS-OTS to address immediate needs of Nevada's population and to reach out to underserved areas.

Nevada currently has two Safe Kids coalitions which will continue to offer the NHTSA standardized CPS technician trainings, re-certification and CEU courses.

Child Passenger Safety Technician Trainings

CPS Class Type	Planned Location	Anticipated Student Attendance
Standardized CPS Technician Training	Reno, NV	20
Standardized CPS Technician Training	Las Vegas, NV	20
Standardized CPS Technician Renewal Training	Reno, NV	10
Standardized CPS Technician Renewal Training	Las Vegas, NV	10
Standardized CPS Technician Update Training	Reno, NV	30
Standardized CPS Technician Update Training	Las Vegas, NV	30

Child Passenger Safety Check Events

In 2018, DPS-OTS will continue to sponsor numerous child safety seat check events throughout the year, including donating child safety seats and providing educational information. DPS-OTS maintains an inventory of public information and educational items for distribution to the public in both English and Spanish.

Child passenger safety grantees provide training and information to thousands of Nevada parents and caregivers regarding proper child safety seat installation and use. All grantees receiving occupant protection grant funding or donated child safety seats must ensure that they have at least one currently certified CPS technician or instructor staffing the grant funded event. There are currently 33 fitting stations in Nevada which provide services to the majority of the State's population including underserved groups such as tribal, rural and Spanish speaking communities.

There are currently 88 CPS certified technicians and 13 certified instructors.

Child Passenger Safety Seat Inspection Stations

County	Population	Minority Population	Inspection Stations	CPS Technicians	Rural/ Urban
Carson*	56,871	28%	2	5	Rural
Churchill	26,126	22%	1	5	Rural
Clark*	2,089,331	48%	18	47	Urban
Douglas	47,503	13%	1	1	Rural
Elko	55,666	30%	2	5	Rural
Esmeralda	1,025	15%	0	0	Rural
Eureka	2,019	11%	0	0	Rural
Humboldt	18,207	29%	1	6	Rural
Lander	6,322	28%	0	0	Rural
Lincoln	5,312	13%	0	0	Rural
Lyon	53,726	19%	4	7	Rural
Mineral	3,976	37%	0	0	Rural
Nye	44,863	16%	1	4	Rural
Pershing	6,884	32%	0	0	Rural
Storey	4,165	10%	0	0	Rural
Washoe*	450,363	36%	3	21	Urban
White Pine	10,238	21%	0	0	Rural

*Serves at-risk populations

6. Outreach

In 2018, DPS-OTS will continue with outreach efforts in low-restraint-use/high-risk populations in Nevada. The countermeasure strategies and projects the State will implement are described under Performance Measures 4 and 12 of the Highway Safety Plan.

DPS-OTS has developed partnerships with local community groups, to share public information and educational items about occupant protection issues and Nevada law, as well as to increase the awareness of the CIOT campaigns in Nevada. In addition, all Click It or Ticket paid media and print productions are provided in both English and Spanish, and include placement with Spanish-speaking media stations statewide.

Seat belt use and the Nevada CIOT campaigns emphasize teenage vehicle occupant behaviors through driver education. The Zero Teen Fatalities (ZTF) program is the statewide program to increase safe driving habits among young drivers (15 to 20 years old). ZTF increases awareness of the need for

seatbelt usage and the dangers of impaired and distracted driving – three critical safety issues in this age group. The program involves presentations at assemblies, teacher meetings and other educational events.

In 2018, DPS-OTS will continue targeting visiting motorists as a group that requires additional education resources. Nevada attracts millions of visitors each year, both foreign and domestic; many of whom are unfamiliar with the traffic safety laws of the State. These visitors may assume traffic laws in Nevada are similar to those in the jurisdictions where they reside. Educating these visitors to the traffic laws of Nevada will help to ensure they do not commit unnecessary traffic infractions and, in turn, increase safety for the traveling public. The Department of Motor Vehicles currently produces summary materiel for the public that can be distributed at locations frequented by visiting motorists, such as car rental agencies, highway rest stops and hotels.

7. Data and Program Evaluation

DPS-OTS recognizes that data and program evaluation are an integral part of managing, improving and sustaining traffic safety grants.

Seat Belt Use Data

Core Behavior Measures: Seat Belt Usage

Target: Maintain a statewide observed safety belt use rate of 90% or higher in 2018.

Actual Performance: The observed safety belt use rate in 2016 was 89.4%, with the seven previous years use rate being greater than 90%. This is significant for a secondary law state.

Statewide Observational Survey of Seat Belt Use

Nevada	2009	2010	2011	2012	2013	2014	2015	2016
Seat Belt Use Rate	91.0	93.1	94.1	90.5	94.8	94.0	92.1	89.4

The 2018 seat belt observational survey will be conducted as an evaluation component of the national Click it or Ticket mobilization. The University of Nevada Las Vegas, Transportation Research Center will conduct all necessary pre and post data collection activities in Clark, Washoe, Lyon, Elko and Nye counties to ensure full compliance with NHTSA requirements prescribed in Part 1340 Uniform Criteria for State Observational Surveys of Seat Belt Use. Pre-mobilization observational surveys of safety belt use in Nevada will be conducted. Data collection for the pre-mobilization observational survey will begin no earlier than April 7 and conclude no later than May 7. Post-mobilization observational surveys of safety belt use in Nevada will be conducted. Data collection for the post-mobilization observational survey will begin on or shortly after June 4 and must conclude no later than June 20.

Behavior & Knowledge Survey Data

The 2016 Child Safety Seat Usage Behavior & Knowledge survey conducted by the University of Nevada, Reno revealed important information in peoples' preferences, attitudes, and perceptions towards child

safety seats. This behavior & knowledge survey was conducted statewide through telephone contact. The results were:

- 97.6% of respondents indicated that their child always rides in a safety seat.
- 80.0% of respondents provided accurate responses to questions regarding the proper installation of child safety seats.
- 80.0% of respondents demonstrated an understanding of the ways in which booster seats make children safer in motor vehicles.

Motor Vehicle Crash and Medical Outcomes Data

Nevada Department of Transportation crash data indicates that between 2011 and 2015, 371 unbelted vehicle occupants lost their lives and 942 were seriously injured in traffic crashed on Nevada roadways. The highest number of unbelted fatalities and serious injuries occurred on Friday through Sunday. Almost two-thirds (63%) of the unbelted fatalities and serious injuries occurred in Clark County. Sixty-six percent of such fatalities and serious injuries occurred on urban roadways.

The Nevada Center for Traffic Safety Research at the University of Nevada, School of Medicine (UNSOM) will continue to develop a workable process for linking and analyzing statewide crash and medical outcomes data. Statewide analysis of traffic crashes, serious injuries and other pertinent information was instrumental in providing legislative testimony and briefings to elected officials, informing DPS-OTS, other traffic safety partners and stakeholders. UNSOM data indicated that during 2005-2014, more than 27,000 motor vehicle occupants were transported to Nevada trauma centers, and approximately 73.8% of these patients were wearing a seat belt.

Public Knowledge and Attitudes about Occupant Protection Laws

The University of Nevada, Reno, Center for Research Design and Analysis conducted a telephone survey about Nevadan's driving behavior and attitudes on key safety issues such as : impaired driving, seat belts, speed, zero fatalities, motorcycles and distracted driving.

The 2016 Traffic Safety Community Attitudes Survey regarding seat belt use revealed that the vast majority of Nevadans (91.7%) *always* used seat belts when driving or riding in a car, van, sport utility vehicle or pick up, another 5.7% reported that they *nearly always* use seat belts, and nearly 3% reported seldom or never using seat belts.

The most common reason given for not always wearing a seat belt was distance (31%), other reasons were freedom (14.9%), comfort (14.1), physical proportions that do not allow for the seat belt to fit appropriately (6.0%), an accident is unlikely (4.2%) and 29.8% indicating other.

The vast majority of Nevadans (92.0%) reported that they have not ever received a ticket for not wearing a seat belt. Approximately 7.8% of Nevadans reported that they have been cited for failing to wear a seat belt.

When asked about their perception of the chances of getting a ticket for failing to wear a seat belt, 68.5% of Nevadans indicated that they believe it is very likely or somewhat likely that they will get a ticket if they don't wear a seat belt, whereas 26.9% believe it is somewhat unlikely or very unlikely, and 2.4% believe it is neither likely nor unlikely.

APPENDIX C – Part 2 – Impaired Driving 405(d)

NHTSA

FY18 405(d)
Alcohol-Ignition Interlock

State

Nevada

PART 4: ALCOHOL-IGNITION INTERLOCK LAW GRANT (23 CFR § 1300.23(G))

☑ Check the box only if applying for an Ignition Interlock grant

[Fill in all blanks.]

The State provides citations to 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 a period of 6 months is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

SB 259

Date enacted:

06/13/2017

Date last amended:

NHTSA

FY18 405(d) Impaired Driving Countermeasures

State

Nevada

PART 3: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

☑ Check this box only if applying for an Impaired Driving Countermeasures grant

All States: [Check *both boxes* below]

☑ 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.

☑ The State shall use the funds awarded under 23 U.S.C. 405(d) only for the implementation and enforcement of programs authorized as provided in 23 U.S.C. § 1300.23 (j)

Mid-Range States Only: [Check *one box* below and fill in *all* blanks related to that checked box.]

☑ The State submits its new or revised statewide impaired driving plan approved by a statewide impaired driving task force on: 05/25/2017

Specifically:

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

HSP Page 122

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

HSP Page 142

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

HSP Page 120

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force and continues to use this plan:

Date of previously submitted plan:

High-Range States Only: [Check *one box* below and fill in *all* blanks related to that checked box.]

☐ *New Statewide Impaired Driving Plan:*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on:

The statewide impaired driving plan includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on:

Specifically -

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

The HSP page or attachment # that addresses any related recommendations from the assessment of the State's impaired driving program:

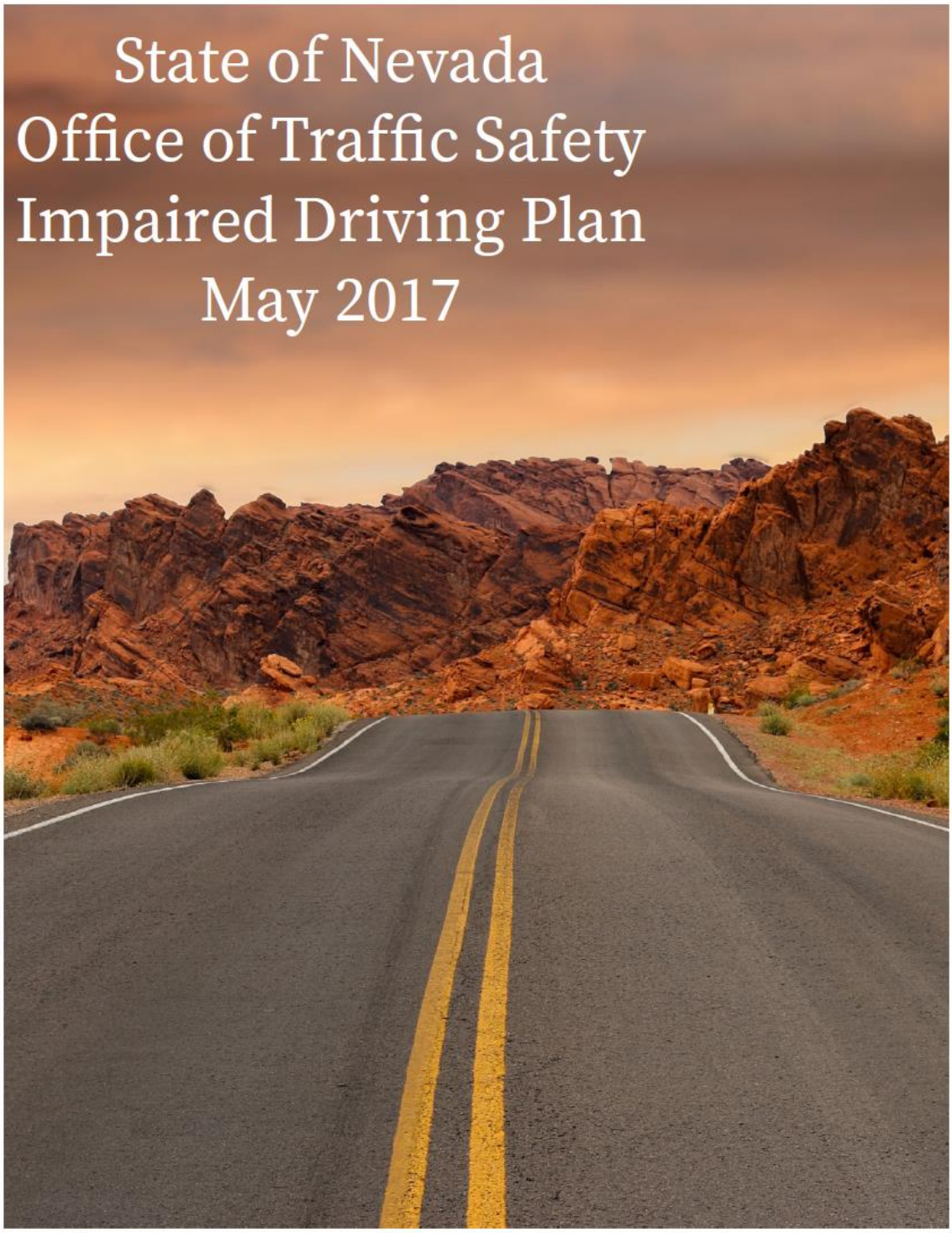
The HSP page or attachment # that contains the detailed project list for spending grant funds:

The HSP page or attachment # that describes how the spending supports the State's impaired driving program and achievement of its performance targets:

☐ *Updated Statewide Impaired Driving Plan:*

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on:	
The State updates its assessment review and spending plan provided as HSP page or attachment #:	

EXHIBIT 2.1- Nevada Impaired Driving Plan



Nevada Department of Public Safety Office of Traffic Safety

James M. Wright, Director
Governors Representative for Highway Safety

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Executive Summary

Mission: To eliminate impaired driving deaths and injuries on Nevada's roadways so everyone arrives home safely.

Vision: Committed to zero impaired fatalities because every life matters.

Nevada's Statewide Impaired Driving Task Force Designation

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 2013 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 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 CEA (Critical Emphasis Area) 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 most recent version of the Highway Safety Program Guideline No. 8 – Impaired Driving, which covers the following:

1. Program Management and Strategic Planning
2. Prevention
3. Criminal justice system

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4. Communication programs;
5. Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation
6. Program evaluation and data.

Appendix A, the NECTS membership

The Impaired Driving CEA identified top impaired driving priorities as DUI enforcement and enhanced training for the criminal justice community, support of public information and education campaigns to increase awareness efforts. Tools such as, Ignition Interlock and the 24/7 Sobriety Program will change driving behaviors that will reduce impaired driving crashes and fatalities. Zero Fatalities has been Nevada's official traffic safety goal since 2010 when it was adopted by the Nevada Executive Committee on Traffic Safety (NECTS).

Data-Driven Problem Identification

Nevada Impaired Driving Facts 2013-2015

Impaired driving has been a consistent problem in Nevada and a common cause of motor vehicle crashes resulting in injuries and death. Impaired Driving crashes on Nevada Roadways tragically killed 271 and seriously injured 3,751 people between 2013 and 2015. Despite decades of efforts, the number of fatalities as a result of an impaired driver still accounts for 30% of all fatalities in Nevada, and has in fact increased every year since 2010. Carson City alone has seen a 54% increase in DUI arrests compared to the same period of 2016.

Nationally, driving increased 3.5 percent over 2014, the largest uptick in more than a decade according to the U.S. Federal Highway Administration. With low gasoline prices, an improved Nevada economy and more discretionary income people are driving more in general which could contribute to an increase in alcohol-related fatalities in 2015 that are higher than they have been since 2008.

In 2012, Nevada was 5th in the nation for alcohol consumption per capita according to the National Institute on Alcohol Abuse and Alcoholism. Nevada's economic wellbeing relies heavily on the gaming industry that provides alcohol twenty four hours a day, seven days a week. Casino property patrons are often times served alcohol at no cost.

Special events, local monthly wine walks, and beer crawls that attract as many as 12,000 to 15,000 attendees at 30 alcohol establishments also boost the economy. Additionally, discounts at non-gaming properties such as "all you can drink" specials, 50 cents shots and drinking games are encouraged. The World Series of Beer Pong is also held in Las Vegas annually. These practices create a culture of binge drinking which costs the state of Nevada $1.9 billion a year according to the CDC.

Top Las Vegas events include the National Finals Rodeo, the Miss USA Pageant, NASCAR Racing, and multiple high profile boxing events. Reno/Sparks events include Street Vibrations (one of the largest motorcycle rallies in the nation), Hot August Nights (a classic car show that brings hundreds of thousands of visitors to Northern Nevada), Great Eldorado BBQ Brews and Blues Festival, Best in the West Nugget Rib Cook-off (drawing over a half million visitors) and the National Championship Air Races to name a few. With these events come an influx of alcohol and/or drug consumption, a permissive attitude and an increased risk of impaired driving.

In 2015, according to Nevada's Criminal History Repository, 8,813 drivers were arrested for driving under the influence and 84% were first time offenders. NHTSA reports that 71.1% of DUI fatalities are by those without a previous conviction, but not necessarily a previous offense. To improve public safety and protect our communities it's appropriate to incorporate new strategies and countermeasures in Nevada's Impaired Strategic Plan that incorporate NHTSA's Highway Safety Program Guidelines for Impaired Driving. The key to reducing alcohol-impaired driving is deterrence. People are less likely to drink and drive if they believe there are consequences to that behavior.

The State cannot arrest its way out of the impaired driving problem however Nevada can consider and implement all aspects of NHTSA's Guidelines for an effective Impaired Driving Program.

Following the lead of Colorado, Washington and Oregon, Nevada legalized recreational marijuana as of January 2017. While it is too early for Nevada to determine what impact that may have on state impaired driving statistics, according to the latest research by the AAA Foundation for Traffic Safety, one state reported that fatal crashes involving drivers who recently used marijuana doubled after the state legalized the drug. Additionally one in six drivers involved in fatal crashes in 2014 had recently used marijuana. There are currently 23 various bills at the 2017 Nevada legislature to regulate the marijuana industry.

In consideration of the total impact of impaired driving on Nevada, the state includes additional data such as property damage and non-serious injuries as a result of suspected alcohol and/or drug impaired driving between 2012 and 2015.

- 4,070 property damage crashes as a result of suspected driver impairment from alcohol and/or drugs
- 4,651 total injury crashes as a result of suspected driver impairment from alcohol and/or drugs
- 7,022 non-serious injuries in a crash as a result of suspected driver impairment from alcohol and/or drugs
- 445 serious injury crashes as a result of suspected driver impairment from alcohol and or drugs

ALCOHOL AND/OR DRUG *SUSPECTED* CRASHES

Year	Number of property damage crashes	(NOT SERIOUS) Injuries from suspected alcohol/drug related crashes	Serious Injuries	Impaired driving fatalities
2013	1,552	2,358	176	81
2014	1,297	2,321	165	93
2015	1,221	2,343	160	97

Age and Gender

- 69% of injury and property damage crashes with suspected impairment were male drivers
- Less than 1% of total crashes were as a result of a suspected impaired drivers aged 15-17 years old
- 30% of crashes as a result of a suspected impaired drivers aged 18-25 years old
- 611 crashes were as a result of a suspected impaired drivers aged 18-20 years old
- 2009 crashes were as a result of a suspected impaired drivers age 21-25 years old
- 2680 crashes were as a result of a suspected impaired drivers age 26-35 years old
- 15.9% of impaired driving fatalities were drivers 15-17 years old
- 25.4% of impaired driving fatalities were drivers 18-20 years old
- 20.8% of impaired driving fatalities were drivers 21-25 years old
- 82.7% of impaired fatalities were male drivers.

Location

According to the most recent SHSP, between 2011 and 2015, 65% of impaired fatalities and serious injuries occurred in Clark County (Las Vegas). 68% of fatalities and 80% of serious injuries occurred on urban roadways.

Impaired Driving and Young Driver Facts

Young Drivers (15-20 years old) constituted 40.3% of impaired drivers involved in impaired driving fatalities in 2013-2015.

- 68 crashes were drivers 15-17 yrs old suspected of impaired driving
- 611 crashes were drivers 18-20 yrs old suspected of impaired driving
- 2009 crashes were as a result of a suspected impaired drivers age 21-25 years old

Motorcycles

Impaired Motorcyclist Fatalities have risen each of the past three years in both numbers and percent from 27 (46.6%) in 2013 to a high of 33 (60.0%) in 2015

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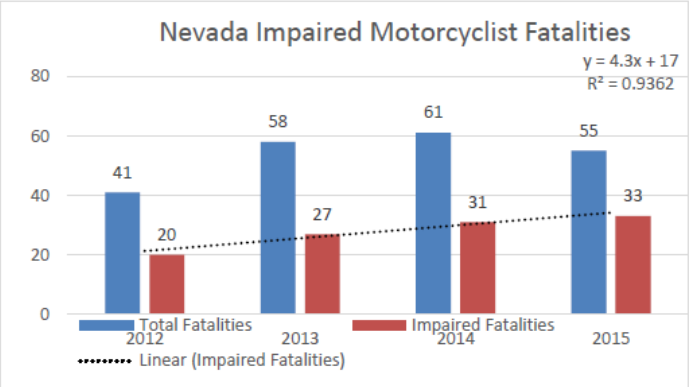
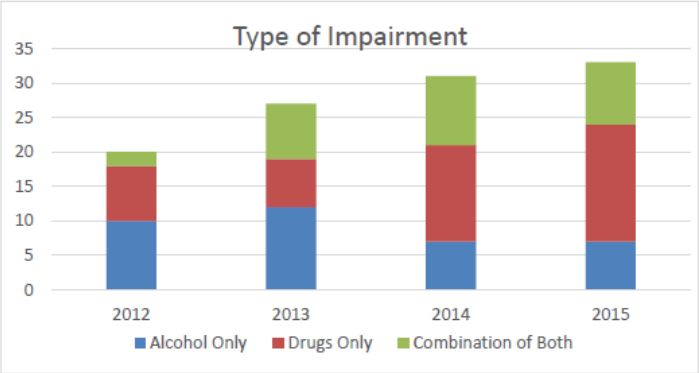
Alcohol-Involved Motorcycle Fatalities Involving a Motorcycle Rider with a BAC ≥ .08



Over the past four years alcohol only motorcyclist fatalities have declined as a percentage of the total type of impairment. The recent trend shows that drugs only and a combination of drugs and alcohol are a larger percentage of impaired fatalities. In 2015 the total number of impaired motorcyclist fatalities were 33 and 24 of these (72.7%) were impaired by drugs only or a combination of drugs and alcohol.



***Note: Drug related fatalities were counted if the law enforcement officer reported that drugs were a factor in the fatal crash.**

1. Program Management and Strategic Planning			
The Office of Traffic Safety is responsible for developing, implementing, managing and evaluating projects to ensure that projects are targeted to address strategies that adhere to NHTSA's Highway Safety Program Guideline No. 8 for an effective Impaired Driving Program. OTS provides technical assistance, subject matter expertise, and conducts research into proven strategies and best practices that will result in a decrease of impaired driving injuries and fatalities. This ensures that resources are allocated to strategies most likely to prevent impaired driving. Reduction of impaired driving requires stakeholders to work collaboratively.			
Objective	**Strategy**	**Action**	**Description**
Foster leadership to Facilitate Impaired Driving Program Improvement	Continue to support and build collaborative partnerships designed to reduce impaired driving. ***(P)** NHTSA recommendation*	OTS	OTS participation in the Impaired Critical Emphasis Area (CEA) team, Northern Nevada DUI Task Force, and the Committee on Testing for Intoxication. Coordination with all stakeholders interested in impaired driving issues. Expand memberships to include National Guard, Forensic Labs, DUI Courts, Judicial community, public defenders' association, and Trauma Centers.
	Identify effective statewide Impaired Driving Commission or Task Force with clear authority for implementation.	OTS	Targeted groups to include Governor's office, LE partners, AG's office, Prosecution, Judicial community, Parole & probation, employers, unions, health, DMV, Indian affairs, education, Chamber of Commerce.
	Develop Ignition Interlock program *(R) NHTSA recommendation*	1. Traffic Safety Research Foundation (TIRF)- 2. Committee on Testing for Intoxication 3. Impaired Driving Program Manager 4. DMV	1. NHTSA has a cooperative agreement with the Traffic Safety Research Foundation (TIRF) to provide technical assistance to Nevada. The process began in 2015. 2. Using NHTSA's Model Guidelines for State Ignition Interlock Programs and AIIPA best practices to develop program rules and regulations 3. Identify funding resources 4. Identify partners needed for collaborative efforts
	Impaired Driving Assessment	OTS	Targeted for 2018
	Identify replacement timeframe for state's evidentiary Intoxilyzer 8000 or other roadside testing equipment needs	Committee on Testing for Intoxication	All of the state's evidentiary testing was replaced with the 8000. As other states move to the 9000, replacement planning should be considered in future funding cycles.
	Strengthen collaborative partnership with MADD	OTS, CEA Impaired team	MADD provides valuable services to victims and communities throughout the state that can be leveraged for maximum impact.
	Identify & track interim impaired driving program measures, such as conviction & recidivism rates,	Explore innovative countermeasures for impaired driving	

P = Proven **R** = Recommended **U** = Unknown
NHTSA = National Highway Traffic Safety Association

NCHRP= National Cooperative Highway Research Administration

2. Prevention

Nevada's Zero Teen Fatalities was developed to address Nevada's Strategic High Safety Plan and strategy to educate young drivers and reduce underage drinking and driving as well as all critical safety issues for this age group. 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. The program hosts a variety of competitions and challenges to encourage teens to develop and spread traffic safety messages to their classmates, friends and family members.

Nevada is one of nine states without an alcohol control board to enforce alcohol regulations, one of nine states that do not have liability laws for the alcohol industry and the only state that allows 24 hour access. The burden of compliance falls upon local law enforcement to conduct operations in order to ensure licensed alcohol establishments are not allowing access or service to minors. Decoys are used to attempt to enter an adult establishment and/or purchase alcohol. If a business fails, the server receives a $500 fine and a misdemeanor citation. In some jurisdictions, the business is also penalized through business licensing.

Responsible Beverage Server Training educates alcohol servers on signs of impairment, how to discontinue service to intoxicated patrons and how to properly identify and refuse alcohol sales to minors. Currently, only Washoe and Clark Counties are required to have alcohol servers complete Responsible Beverage Service Training. Looking forward there may be an arising need to include a similar training for the marijuana servers.

Nevada can utilize existing prevention programs such as Traffic Safety Marketing website, MADD's Power of Parents and Safe and Sober, or Join Together Northern Nevada's (JTNN) Super Parents Supervise.

Objective	Strategy	Action	Description
Prevent: Excessive drinking Underage drinking Impaired driving	Educate the public on the risks associated with driving under the influence of alcohol and or drugs and discourage them from impaired driving.	Zero Fatalities	Prevention efforts aimed at those populations and areas at the greatest risk.
	School-based prevention program to prevent underage drinking and impaired driving.	Zero Teen Fatalities	Increases awareness and educates young drivers 15-20 yr. old on dangers of impaired driving. Empowers teens to spread the word to their peers through social media.
	Support efforts to conduct well publicized enforcement and compliance checks on alcohol retailers and possibly marijuana establishments to reduce sales to underage individuals and consumption at local events. *(R) Countermeasures that Work*	Law Enforcement (LE) & Community Partners	Statewide local LE conduct well publicized enforcement and compliance checks on alcohol/marijuana retailers to reduce sales to underage individuals and consumption at local events. LE coordinates with communities to provide enforcement.
	Promote Responsible Alcohol Service *(R) Countermeasures that Work*	Law Enforcement (LE) & Community Partners	Nevada requires Mandatory Alcohol Server Training only in communities with a population over 100,000. For communities under the 100,000 threshold, training falls to local law enforcement and local communities.
	Prevent Motorcycle impaired driving *(R) Motorcycle Assessment 2016*	Nevada Rider/Motorcycle Safety Program and Motorcycle CEA team	Ensure that messages and materials are tailored for the specific audiences, using the most effective communications vehicles.

	Provide communications toolkits for local media relations, advertising to stakeholders *Traffic Safety Marketing*	OTS	Developed communications can be utilized by LE agencies to promote DUI enforcement efforts and communities to provide prevention strategies at the local level.
	Promote alternate ride or Designated driving programs *(R) Countermeasures that Work*	OTS – Restaurant Association-Utah model	Collaborate with established associations to promote alternative ride programs in jurisdictions throughout the state.
	Coordinate with industry associations and local Chamber of Commerce to encourage employers to offer programs to reduce impaired driving by employees and their families	OTS Team Awareness	Provide information and technical assistance to employers in high-risk occupations or organizations to implement programs focusing on the impact on employers who employ staff with drinking problems, impaired driving, or missed work time. Team Awareness is an evidence-based workplace wellness program that teaches employees how to cope, live health consciously and reduce risky behaviors. Will be delivered in Washoe County, perhaps other areas.
	Support programs that encourage parents to talk to their children about the risks of alcohol and other drugs to improve public safety.	1. Young Drivers CEA team 2. JTNN 3. MADD programs	1. Newly formed CEA focused on development and implementation of youth-focused programs. 2. JTNN:– Super Parents Supervise 3. Power of Parents program can help parents substantially reduce the chance that their child will drink before the age of 21. By talking to children early and often, parents can prevent dangerous and deadly consequences from alcohol and other drugs. These intentional, ongoing and life-changing conversations will help keep youth, families and entire communities healthy and safe. Power of Parents curriculum & materials provided through MADD and can be encouraged through local groups, schools, or coalitions. 4. Safe and Sober program is a community effort to keep current senior graduates safe on their graduation night. Participants agree to stay at the designated location for the entire night rather than partying at possible unsafe functions.

3. Criminal Justice System

The criminal justice system strives to reduce recidivism in impaired driving. The key to reducing alcohol-impaired driving is deterrence. People are less likely to drink and drive if they believe there are consequences to that behavior.

The Committee on Testing for Intoxication was established by Nevada Revised Statue (NRS) 484C.600 as a five member committee appointed by the Director of the Department of Public Safety. The Committee certifies and approves preliminary and evidentiary breath testing devices, as well as ignition interlock devices as being accurate and reliable to test for intoxication, keeps a list of approved devices and certifies individuals in the proper use of those devices. The Committee is also responsible for calibration, repair and maintenance of the evidentiary breath testing equipment.

A. Criminal Justice System - Laws

Nevada will continue efforts to improve the Ignition Interlock program and strengthen the Nevada laws to comply with requirements under the FAST Act which include all DUI offenders for a minimum of 185 days, with the limited exemptions identified to qualify for incentive grant funding for ignition interlocks. Utilizing best practices and support from the Association of Ignition Interlock Program Administrators (AIIPA) and technical assistance from the Traffic Injury Research Foundation (TIRF), Nevada will work to improve interlock delivery and interlock administration throughout the state, and ultimately keep Nevada's roads safer with a tool that prevents people from drinking and driving. AIIPA recommends the establishment of compliance-based removal and an Interlock Indigent fund which would address the financial hardship exclusion of the current NRS 484C.410 in Nevada. People convicted of 1st time DUI are less likely to reoffend if they have installed an Interlock according to a study by the Insurance institute for Highway Safety. Interlock devices reduce repeat offenders after device removal by 39% compared to offenders who never installed device. In 2015 there were 1,227 active interlocks that stopped 6,099 attempts to drive over the legal limit of .08 BAC.

Nevada will work toward statewide Responsible Alcohol Beverage Training for employees of establishments where alcoholic beverages are sold.

Objective	Strategy	Current Status
Encourage the enactment of laws when research suggests such laws will result in a reduction of impaired driving fatality and serious injures reductions.	Require ignition interlock installation for all offenders for a minimum of six months with only those exemptions consistent with the FAST act. In court cases and reduce hard license suspensions when the offender installs an interlock device.	SB 259 has been approved by the 2017 Senate and has been referred to the Assembly Judiciary Committee. Amendments were added.
	Require Alcohol Server Training in ALL counties.	SB 440 has passed out of the Senate Committee for Revenue and Economic Development. There was a fiscal note attached and is waiting to be heard in Finance.
	24/7 Sobriety Program	OTS worked with the AG's office to develop a 24/7 policy, and will encourage laws for the 2019 Legislature.

B. Criminal Justice System – DUI Enforcement

Law enforcement agencies (LEA) throughout the state participate in DUI enforcement saturation patrols throughout the year that target high incident areas of impaired crashes, fatalities and DUI arrests.

According to Nevada Sheriffs & Chiefs Association (NSCA) there are 8,000 sworn law enforcement officers in the state however not all of those have traffic enforcement responsibilities. NCSA reports that many LEA's are understaffed and unable to participate in as many DUI enforcement events as are needed in those communities.

"Joining Forces" is an enhanced multi-jurisdictional and highly publicized DUI enforcement event during 3-4 predetermined time periods each grant cycle. The 26 participating LE agencies conduct the overtime DUI enforcement events within their

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communities and create public awareness of the DUI campaigns in in their local communities that coordinate with NHTSA's National Media campaigns to combat impaired driving (e.g., Aug–Sept Labor Day Impaired Driving).

Objective	Strategy	Action	Description
Enforce and publicize DUI Laws	Continue statewide, high visibility saturation enforcement and media campaigns to reduce impaired driving. ***(R) Countermeasures that Work***	Continue to participate and comply with NHTSA mobilization enforcement efforts and related media	Participation in NHTSA required impaired driving campaigns. Funding provided LEA's for overtime to conduct additional DUI saturation patrols throughout the year
		"Joining Forces"	Conduct coordinated multi-jurisdictional DUI enforcement scheduled 3-4 times per year. The participating LE agencies collectively determine dates to conduct the enhanced enforcement
	Increase the number of jurisdictions that participate in DUI saturation Patrols. (Drive Sober or Get Pulled Over) *NHTSA Data Driven approaches to Crime and Traffic Safety*	Drive Sober or Get Pulled Over Statewide law enforcement agencies (LEA's)	Using data driven statistics to expand saturation patrols to areas with high numbers of DUI-related arrests and crashes.
	Enforce and publicize zero tolerance laws for drivers under age 21	LE	Party intervention addressed by extra patrols in and around university campuses. Promote and increase enforcement of underage drinking laws at special events at or around campus by university police and other officers.
	Sustain Law Enforcement Liaison (LEL) *(R) NHTSA recommended*	OTS	The program provides technical assistance and shares best practices, new research, and resources on DUI enforcement to help law enforcement personnel and decision makers establish and run effective enforcement operations.

C. Criminal Justice System –DUI Enforcement Training

Nevada voters approved legalization of recreational marijuana effective January 1, 2017. Since the legalization of medical marijuana establishments (MMEs) in 2013, the number of medical marijuana card holders in Nevada tripled, and Nevada must prepare its law enforcement officers beyond the basic NHTSA 24 hour Standardized Field Sobriety Testing course Nevada officers receive. Law Enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs.

Advanced Roadside Impaired Driving Education (ARIDE) training for Nevada's law enforcement officers has become a top priority to identify and provide evidence of impairment in DUI arrests. In addition a Standard Field Sobriety Test (SFST) refresher course, officers also learn about the seven drug categories as well as case preparation to strengthen prosecution of impaired driving cases. In 2013-2014 the Nevada Highway Patrol (NHP) certified all of its Troopers and Sergeants in ARIDE

which equated to 436 ARIDE certified NHP officers. Other Nevada law enforcement agencies have recognized the need for ARIDE training and in the 2016 grant cycle, Nevada Office of Traffic Safety funded a project to provide 13 ARIDE classes statewide that certified an additional 192 officers representing 20 different agencies.

Some of those officers will advance to Drug Recognition Expert (DRE) certification. In 2016 Nevada had approximately 55 DRE certified officers compared to approximately 105 DRE certified law enforcement officers in 2013. With funding from GHSA and Responsibility.org, Nevada will be able to train and certify an additional 80 officers to become highly effective officers skilled in the detection and identification of persons impaired by alcohol and/or drugs.

DRE testimony is effectively used to prosecute cases of suspected drugged driving because of 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 used do not measure the quantity of substance ingested or whether the amount of the substance is sufficient to cause and prove impairment in an individual. Thus, the testimony of a DRE is often needed to show impairment.

Objective	Strategy	Action	Description
Enhance law enforcement training in alcohol and drug detection	Enhance law enforcement DUI training with Advance Roadside Impaired Driving Enforcement (ARIDE) training.	Statewide ARIDE program	The statewide trend in Nevada is for all officers to receive ARIDE training which includes a Standard Field Sobriety Test (SFST) refresher course. Nevada OTS will conduct ARIDE classes statewide for law enforcement officers and prosecutors. ARIDE certification is recommended prior to entering DRE school.
	Increase the number of Drug Recognition Experts (DRE) trained officers.	Statewide DRE Program	DRE certification is critical to law enforcements ability to identify drug impairment. The goal is to train 20-30 additional DRE students per year and provide ongoing continuing education to help officers maintain their DRE certification.
	Create Interlock Training Video	OTS	Develop training video for LE and/ or the judicial community on how the ignition interlock device works, how to identify non-compliance or tampering, and what they need to know about Nevada law for the interlock devices. (Similar to AAMVA online video https://www.youtube.com/watch?v=_L7Ju7PUQds&feature=youtu.be
	Intoxilyzer Training, Maintenance, Calibration	Committee on Testing For Intoxication	MOU with forensic labs at LVMPD & WCSO to train officers/operators how to use the Intoxilyzer device, and provide maintenance and calibration of the devices. Also responsible for approval of all PBTs, evidentiary PBT's and Ignition interlock devices for use in the State Of Nevada.

D. Criminal Justice System – Prosecution

Impaired Driving cases can be highly complex and difficult to prosecute, presenting a challenge for all involved in effective conviction of DUI offenders. Prosecution's role is to aggressively and effectively prosecute impaired driving cases yet often newer and less experienced prosecutors are up against seasoned and well-funded DUI defense teams. Specialized training on the prosecution of DUI cases in Nevada is critical. The NHTSA sponsored Traffic Safety Resource Prosecutor (TSRP) at the Office of the Attorney General coordinates and delivers training to Nevada prosecutors throughout the state to improve the ability of each jurisdiction to meet the challenges..

Clark County's TSRP prepared the "Field Sobriety Test Review 2016, a Quick Reference Guide for Prosecutors and Officers" which assists prosecutors and law enforcement officers as they prepare for court and to better explain the SFST evidence to

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jurors in the courtroom.

The legalization of recreational marijuana is new territory for Nevada and will present prosecutors with many future challenges and a demand for greater information on prosecution. Prosecutors are encouraged to attend area ARIDE classes

In 2015 only 58.8% of DUI arrests entered the court system and were found guilty.

Objective	Strategy	Action	Description
Encourage consistent and aggressive DUI prosecution	Support training in DUI cases for prosecutors and law enforcement officers.	Traffic Safety Resource Prosecutor (TSRP)	Coordinates and delivers training, technical and courtroom assistance to prosecutors and law enforcement in jurisdictions throughout the state to increase consistent and vigorous prosecution of impaired driving cases.
		Outreach and Professional Development for Judges and Prosecutors	Funding is available to provide additional professional development opportunities that focus on traffic safety conferences focusing on alcohol or drug impaired driving.

E. Criminal Justice System – Adjudication

Through adjudication, judges impose effective, appropriate and evidenced-based sanctions, close supervision or monitoring to address the impaired driving offenses.

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 has six DUI courts and 5 hybrid DUI/drug courts that help break the cycle of drug and/or alcohol addiction through intensive supervision. They provide a critical balance of authority, supervision, support and encouragement as an alternative to incarceration for the DUI offender. The courts utilize the ten 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.

OTS works with the Administrative Office of the Courts (AOC) to coordinate and deliver professional development opportunities to Nevada judges or DUI Courts including out-of-state and in-state seminars and workshops.

In 2015 there were 8,813 DUI arrests in Nevada, while 84 % were 1st time offenders. 1st time offenders are serious offenders. NHTSA references that 71.1% of DUI fatalities are by those without a previous conviction, but not necessarily a previous offense. Interlocks would prevent additional impaired driving instances and protect our communities. People convicted of 1st time DUI are less likely to reoffend if they have installed an Interlock according to a study by the Insurance Institute for Highway Safety. IID reduces repeat offenders after device removal by 39% compared to offenders who never installed device.

The 24/7 Sobriety program in Nevada started with a pilot program at Reno Justice Court in 2016. With positive results a second pilot program was identified and will be implemented in 2017. OTS has worked with the Office of the Attorney General to develop a 24/7 Sobriety statewide policy and coordinate a Steering Committee to expand the program to additional jurisdictions throughout the state. The program provides intensive monitoring for alcohol and drug abstinence with immediate action for violations.

Objective	Strategy	Action	Description
Promote evidence - based court pre-sentencing, sentencing and supervision practices	Support and expand use of DUI Courts *NHTSA Strategic Plan 2016-2020*	DUI Courts in Clark County, Washoe County, and Carson City	DUI Courts address repeat offenders and those with high BAC at time of arrest through case management and team approach as outlined in the ten DUI Guiding Principles for DUI Courts. The courts provide alcohol & drug assessments prior to sentencing, treatment and monitoring of DUI offenders, will be used to reduce DUI recidivism.
	Increase DUI Court effectiveness *NHTSA Strategic Plan 2016-2020*	OTS Outreach & Professional Development- Judges, Courts.	Funding may provide transportation costs for a DUI Court team to attend the National Center for DWI Courts (NCDC)/NHTSA DWI Court Planning Training that occurs between August and December each year.
	Educate judicial community on best practices regarding DUI cases, sentencing, monitoring	OTS Outreach & Professional Development- Judges, Courts.	Coordination with the AOC and the judicial community to identify areas of interest pertaining to impaired driving cases.
	Support & increase Ignition Interlock participation by establishing an Interlock Program *(R) NHTSA recommended*	OTS Statewide: Judiciary sanction	Increase accessibility to the ignition interlock program through increased provider availability and provide indigent offenders with interlock discounts. Implement best practices and coordinate with Association of Ignition Interlock Manufactures (AIIPA), the Traffic Injury Research Foundation (TIRF) and NHTSA's Model Guidelines for Ignition Interlock Programs
	Expand the 24/7 Sobriety pilot programs	Statewide	Establish additional 24/7 Sobriety pilot programs to be used as part of pre-sentencing, sentencing and intensive monitoring for DUI offenders
	Establish and support a Judicial Outreach Liaison (JOL) position *(R) NHTSA recommended*	OTS	The JOL would provide judges throughout the state with evidence-based recommendations for sentencing DUI first or repeat offenders, legal updates, promoting DUI Courts, and assuring ignition interlocks use or 24/7 Sobriety programs. OTS could use grant funding for the position once developed.
	Increase partnerships in the judicial community	OTS and CEA team	Attend the Nevada Limited Jurisdiction Judges Seminars and Specialty Courts conference to provide information on Impaired driving issues. There is an opportunity to submit proposals to present at future breakout sessions.

F. Criminal Justice System – Administrative Sanctions & Drivers Licensing Programs			
Nevada suspends or revokes drivers licenses based on an arrest of BAC test results at or greater than .08 for adults or .02 for minors, or blood tests showing THC levels above 2.0 nanograms (ng) for adults and .00 for minors. The suspension or revocation for a non-commercial driver's license ranges from 90 days to 3 years depending on BAC levels, test refusal or prior driver history. Drivers of commercial vehicles will have a suspension of their commercial driver's license if the test is above .04 for alcohol and/or above 5.0 ng. This process takes place regardless of the outcome of the criminal trial. A DUI offender has the right to an Administrative and judicial review of the suspension. He has a right to a temporary license for 24-120 hours. There are 2 types of temporary licenses. • At the bottom of the DP-45 OFFICER'S CERTIFICATION OF CAUSE AND NOTICE OF REVOCATION AND/OR SUSPENSION which is valid for 7 days. • If there is a pending or in-effect suspension or revocation and the applicant requests an administrative hearing, DMV will stay the withdrawal action and issue a *full-privilege temporary license pending the outcome of the hearing; for however long that may take. *Prior to issuance of the full-privilege temporary license the offender must meet all the requirements, fines & penalties, SR22, testing and/or interlock device, as required. *(pending legislation)* New Nevada legislation would allow someone with a license suspended because of a DUI to apply for a full privilege driver's license with an Interlock restriction. The person must maintain an interlock and insurance on all vehicles they operate for 185 days. The offender will provide proof of interlock installation to obtain the driver's license with an interlock restriction. The offender will provide proof of compliance for four months from the interlock provider before the interlock can be removed and an unrestricted license can be issued. NHTSA recommends administrative sanctions, including revocation/suspension of D/L, or use of ignition interlock devices, which are among the most effective actions to prevent repeat impaired driving offenses. Publicizing related efforts is part of a comprehensive communications program.			
Objective	**Strategy**	**Action**	**Description**
Use license sanctioning shown to be effective at reducing recidivism and protecting the public	Require ignition interlock as a condition for a license with a restriction *(P) National Cooperative Highway Research Program (NCHRP)* Expand the use of ignition interlocks *(P) Countermeasures that work*	Department of Motor Vehicles	Increase accessibility to the ignition interlock process by allowing all DUI offenders to install and maintain ignition interlocks for 185 days to obtain a restricted license instead of a 90 day hard license revocation or suspension. Coordinate with the American Association of Motor Vehicle Administrators (AAMVA) best practices to assist State DMVs expanded delivery of Interlocks.
	Investigate process for compliance-based removal of ignition interlock	OTS to coordinate with DMV, Administrative Law process and Interlock Providers.	Coordinate with Interlock Providers to develop a process on compliance-based reporting that will not increase agency support costs by putting the burden of proof on the interlock providers who already have those systems in place as best practices.
	Investigate needed future interlock requirements such as fee collections to fund and operate the ignition interlock program to provide statewide oversight of the industry.	OTS	Model Interlock Programing from best practices identified by AIIPA, TIRF, and NHTSA in Model Guideline for State Ignition Interlock Programs

4. Communications Program			
The HSP 2017 Performance Measures aim to raise awareness of critical traffic safety issues such to change driver behavior. The OTS will coordinate and purchase behavior-altering public traffic safety announcements and messaging to address impaired driving, 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 and will educate the public and increase awareness of coordinated campaigns and messages to create a positive change in driver behavior. Nevada will utilize the findings relating to impaired driving from the Zero Fatalities Traffic Safety Focus Group conducted January 2016 to develop targeted and effective impaired driving messaging.			
Objective	**Strategy**	**Action**	**Description**
Seek behavioral change statewide through statewide and local media campaigns.	Support public information and education campaigns on impaired driving	OTS	Add messaging that focuses on the offender and what they lose in a DUI arrest to increase impact. This was supported by the "Zero Fatalities Traffic Safety Focus Group, Jan. 2016" for impaired driving: focus group reported that respondents favored messages with a personal angle.
	Develop Agency communications plan to include program messaging for impairment	OTS	Program specific communications plan
	Increase messaging to diverse demographics with high incidence of alcohol/drug use	OTS	Define messaging that resonates with the targeted demographic when a higher risk is demonstrated.

5. Alcohol and Other Drug Misuse: Screening, Assessment. Treatment, Rehab			
Screening and Assessment: Many substance abuse professionals and DUI Court coordinators recommend support to have all DUI offenders assessed (not screened) to determine the needed level of chemical dependency education or treatment. Nevada's criminal justice system currently identifies assessment for high BAC offenders, repeat offenders and DUI felonies. Without appropriate assessment and treatment, many first and second DUI offenders are likely to repeat the offense. In Nevada the first and second DUI offenses receive the same judicial consequences. Nevada successfully utilizes DUI Courts to provide assessment, treatment and monitoring the impaired drivers during the length of time they actively participate in the program. Non-compliant offenders receive swift and immediate judicial or administrative action. Nevada will support increased compliance such as mandatory alcohol/drug treatment and an increase in alcohol and drug abuse treatment options to prevent repeat DUI offenses. If an offender can't afford the costs of the DUI Court, he is incarcerated and remains untreated.			
Objective	**Strategy**	**Action**	**Description**
Identify and refer individuals for appropriate substance abuse treatment.	Screening and Assessments to determine alcohol or substance abuse problems		Those convicted of an Impaired Driving offense are assessed to determine eligibility to participate in a DUI Court program. The assessment is required by NRS.

	Continue support of the DUI Courts		Felony and misdemeanor DUI courts provide assessment, treatment, and intensive monitoring to ensure they follow sentencing requirements and receive immediate sanctions for non-compliance. This ensures that offenders with alcohol or drug dependencies receive appropriate treatment. DUI Court participants are subject to random alcohol and drug testing.

6. Program Evaluation and Data

Program Evaluation: Review of projects, assess the impact of the projects and the results achieved during the grant cycle.

Data: The Data helps to identify locations with the greatest need. State's Nevada will ensure that stakeholders have access to and analyze reliable data sources for problem identification, planning and to determine program effectiveness.

States Traffic Records Coordinating Committee (TRCC) States have found that citation tracking systems are useful 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. Nevada's Citation and Accident Tracking System (NCATS) is used to collect this data.

Nevada continues to improve on partnerships and collaboration with state agencies currently participating in the Traffic Records Coordinating Committee (TRCC) including Emergency Medical Systems; Department of Motor Vehicles, local law enforcement, justice, municipal, and state courts. It is a challenge when state agencies have systems that do not communicate with each other. Nevada will strive to identify and track DUI offenders from arrest through completion of all requirements and work toward a unified tracking system across all departments for consistent reporting of statistics.

Law enforcement and other agencies collaborate by contributing statewide traffic data to the Nevada Citation and Accident Tracking System known as NCATS. NCATS supplies traffic crash and citation data to government and nongovernmental agencies and to the public through the Nevada Department of Transportation—Safety Engineering Division. NCATS data is used in many ways, from planning or mitigating roadway construction and improvement projects to safety program data for better, safer roadways and vehicles. NCATS data is also used to improve outcomes in emergency and trauma medical care. NCATS Modernization Project is currently being implemented with the Brazos Technology from College Station, Texas.

The Nevada Traffic Records program will continue to collect, analyze, and utilize crash data to determine appropriate countermeasure activities and to plan resource allocation. Methods for automating the collection of crash data was developed in partnership with NDOT information technology researched to decrease the number of days it takes to input crash reports into the NCATS repository. Currently, only crash data from Henderson Police Department is collected by individual data pushes through a manual process.

Continue to develop automated agency report feedback.
This will be developed with the NCATS Modernization Project. The back-end user should be able to utilize the data gathered in the state repository. TRCC will prioritize the integration of EMS data to state crash data in 2016.
• Update the state crash repository to become more compliant with current MMUCC standards. Subcommittee meetings through TRCC began in July 2015

Objective	Strategy	Action	Description
Provide timely, accurate, integrated and accessible traffic	FARS data	OTS FARS Analyst	Provides FARS data to support the Impaired strategic plan and measure progress.

records data.	NCATS Crash data	NDOT	Provides Crash and injury data useful in determining data driven problem identification.
	Statewide Traffic Records Coordinating Committee	TRCC	Coordinates with public and private sector stakeholders
	DPS Criminal Repository	DPS Records Unit	Provides DUI Arrest from state law enforcement agencies and conviction data from the courts.
	AOC Annual Report		Provides information about cases that are prosecuted and the convictions. Information can be found by fiscal year in the appendix data for annual reports online.

Appendix A – NECTS Member Roster

NECTS Agency	NECTS Appointee		
	First Name	Last Name	Title
Nevada Department of Transportation (1)	Rudy	Malfabon	NDOT Director
Nevada Department of Transportation (2)	Chairperson Sondra	Rosenberg	Assistant Director, Planning
Nevada Department of Public Safety (1)	Colonel Dennis	Osborn	Nevada Highway Patrol, Chief
Nevada Department of Public Safety (1B)	Lt. Colonel John	O'Rourke	Lt. Colonel, Nevada Highway Patrol
Nevada Department of Public Safety (2)	Vice-Chair Amy	Davey	OTS Highway Safety Coordinator
Nevada Department of Education	Diana	Hollander	Deputy Superintendent for Business and Support Services
Nevada Department of Health and Human Services	Tina	Smith	Emergency Medical Services Manager
Nevada Department of Motor Vehicles	Kevin	Malone	Chief Public Information Officer
Administrative Office of the Courts	John	McCormick	Assistant Court Administrator
Henderson Police Department	Brett	Seekatz	Lieutenant
Inter-Tribal Council of Nevada (ITCN)	Daryl	Crawford	Executive Director
Las Vegas Metropolitan Police Department	Vincent	Cannito	Captain
Nevada Association of Counties	Jeff	Fontaine	Executive Director
Nevada League of Cities	Wes	Henderson	Executive Director
Nevada Sheriffs and Chiefs Association	Robert	Roshak	Executive Director
Regional Emergency Medical Services Authority (REMSA)	Adam	Heinz	Director of Communications
RTC of Southern Nevada	Tina	Quigley	General Manager
RTC of Washoe County	Lee	Gibson	General Manager
Southern Nevada Health District	John	Hammond	EMS & Trauma System Manager
FHWA (ex-officio member)	Susan	Klekar	Division Administrator
Federal Motor Carrier Safety Adminstration (ex-officio member)	Bill	Bensmiller	Division Administrator
NHTSA (ex-officio member)	Gina	Espinosa-Salcedo	Regional Administrator National Highway Traffic

NEVADA EXECUTIVE COMMITTEE ON TRAFFIC SAFETY (NECTS) BYLAWS

ARTICLE 1 – NAME

1.1 This organization shall be called the Nevada Executive Committee on Traffic Safety (NECTS) hereinafter referred to as the NECTS.

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.

ARTICLE 3 - PURPOSE AND FUNCTION

3.1 The purpose of the NECTS is to identify, prioritize, promote and support a coordinated effort to save lives and reduce injuries on the roads of Nevada.

3.1.1 The NECTS will provide guidance to state, county, all local agencies, and tribal communities that incorporate a commitment to traffic safety in their mission and/or organization.

3.1.2 The NECTS will develop a strategic plan that will impact the present and predicted statistics on vehicle-related deaths and injuries, focusing on key emphasis areas and containing strategies designed to improve major problem areas or to advance effective practices by means that are both cost-effective and acceptable to the majority of Nevada's citizens.

3.1.3 The NECTS will establish and publish statewide highway safety goals and objectives.

3.1.4 The NECTS will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.

3.1.5 The NECTS will serve as the Traffic Records Executive Committee (TREC) for the State of Nevada.

ARTICLE 4 – MEMBERSHIP

4.1 The first Chair of the NECTS shall be the Director of the Department of Transportation or his/her designee. Vice-Chair will be nominated from the membership of the Committee and be selected by a

4.2 Vote of the Committee at the initial meeting. The Chair shall preside at the meetings of the NECTS. If the Chair is unable to attend then the Vice-Chair shall assume the duties of the Chair. If the Chair and Vice-Chair are unable to attend, then the NDOT Administrator overseeing the SHSP shall assume the duties of the Chair.

4.2 Terms of office for the Chair and Vice-Chair will be two years. The Chair will be replaced by the Vice-Chair, with a new Vice-Chair being elected at any meeting of the Committee by a simple majority of voting members.

4.3 The NECTS shall consist of:

Nevada Department of Transportation (NDOT) 2 representatives
Department of Public Safety (DPS) 2 representatives
Administrative Office of the Courts (AOC)
Department of Education (DED)
Department of Health (DHHS)
Department of Motor Vehicles (DMV)
RTC of Southern Nevada
RTC of Washoe County
Nevada League of Cities
Nevada Sheriffs and Chiefs Association (NSCA)
Nevada Association of County Officials (NACO)
Inter-Tribal Council of Nevada (ITCN)
Las Vegas Metropolitan Police Department (LVMPD)
Henderson Police Department (HPD)
Regional Emergency Medical Services Authority (REMSA)
Southern Nevada Health District (SNHD)
Federal Highway Administration (FHWA) (ex-officio)
Federal Motor Carriers Administration (FMCSA) (ex-officio)
National Highway Traffic Safety Admin. (NHTSA) (ex-officio)

4.3.1 The Chair of the NECTS shall appoint one individual of each of the member organizations in writing as a voting member based on recommendation from each member organization.

4.3.2 Member organizations may designate a proxy to serve on the committee when the member identified in 4.3.1 is unable to attend. This notice shall be in writing and directed to the Chair.

4.3.3 Members agencies/entities may be added to the Committee by recommendation to the Department of Transportation and majority concurrence of the NECTS.

ARTICLE 5 - VOTING

5.1 Ex officio members shall be non-voting members all other members shall have one vote.

5.2 A simple majority of voting members shall constitute a quorum.

5.3 A concurrence of at least a majority of the voting members of the NECTS shall be required on all questions.

ARTICLE 6 - COMPENSATION

6.1 The members of the NECTS shall receive no compensation other than that received from their own agency/organization.

ARTICLE 7 – MEETINGS

7.1 The NECTS shall meet at least semi-annually. The members shall set the dates of meetings for the first ensuing year at their first meeting. Thereafter, the members shall set the dates of meetings for the ensuing year at the last scheduled meeting of the current year.

7.2 Meetings may be called at the discretion of the Chair.

7.3 NECTS members may submit agenda items no later than 12 working days before a scheduled meeting, to the Nevada Department of Transportation Safety Division. These agenda items will be approved by the Chair and will be mailed or otherwise distributed to the NECTS members seven days prior to the scheduled NECTS meeting date.

7.4 Meetings will comply with the Nevada Open Meeting Law (NRS 241).

7.5 The deliberations at NECTS meetings shall be in accord with Robert's Rules of Order-Newly Revised.

ARTICLE 8 - TASK FORCE WORKING GROUPS

8.1 The NECTS may establish working groups to address specific issues involving traffic safety. These working groups shall be called Task Force Working Groups.

8.2 Each Task Force Working Group will be required to analyze the issue assigned, determine cause and develop solutions and strategies for addressing the contributing factors of the subject matter assigned.

8.2.1 A member of the NECTS shall chair each Task Force Working Group.

8.2.2 The size and composition of a Task Force Working Group will be determined by the appointed chair.

8.2.3 Task Force membership should not be limited to members of the NECTS, and when possible, they will be composed of a diverse selection of representatives from state, federal, county, local, and tribal agencies in an effort to ensure all aspects of the topic are identified and addressed.

8.2.4 Task Force Working Groups should meet as frequently as needed.

8.2.5 Meetings/discussions may be conducted by video teleconference, conference call and/or e-mail.

8.2.6 The Task Force Working Group members shall receive no compensation other than that received from their own agency/organization. The Task Force Working Group shall not reach a decision by a vote or consensus. No motions or resolutions are to be presented. No decisions for or recommendations to the board are to be made. The Task Force Working Groups shall not speak to or be recognized by the board as a single voice on any issue.

8.2.7 Task Force Working Groups will be considered working groups and therefore not subject to the provisions of Nevada Open Meeting laws, rules, and regulations.

Note: If a Task Force Working Group engages in deliberation or decision making, is assigned by NECTS to formulate policy or carry out planning functions, is delegated the task of making decisions for or recommendations to NECTS, or is recognized by NECTS as speaking with one voice, it shall be subject to the open meeting law.

8.3 Task Force Working Groups will report to the NECTS as directed.

ARTICLE 9 - TECHNICAL SUPPORT STAFF

9.1 The Director of the Department of Transportation shall provide staffing support to the NECTS. The Staff shall:

9.1.1 Coordinate the activities of the NECTS to include making all logistical arrangements required for meetings.

9.1.2 Provide a note taker and staff person to comply with the Nevada Open Meeting Law.

9.1.3 Provide research assistance and statistical data to the NECTS.

9.1.4 Prepare and publish plans and documents at the direction of NECTS.

9.1.5 Establish and maintain a web site for the NECTS and participating organizations designed to further the sharing of crash data, organizational safety planning, research, and other relevant information pertinent to the Committee.

ARTICLE 10 - ADOPTION and AMENDMENTS

10.1 These bylaws shall be initially adopted by a majority vote of the members present at the first meeting

10.2 These bylaws may be amended at any regular meeting of the NECTS by a majority vote of the voting members present.

Approved by action of the Committee at the meeting on June 29, 2010

Revised: September 16, 2014

Appendix B – Impaired Driving CEA Roster

Role	Member		
	First Name	Last Name	Title/Agency
Law Enforcement	Scott	Dugan	Lt., Reno Police Department
	Robert	Stauffer	Las Vegas Metropolitan Police Department
	Kevin	Honea	Lt., Nevada Highway Patrol
Consulting	Chuck	Reider	CWR Solutions
	Maggie	Smith	Penna Powers
	Mike	Colety	Kimley-Horn
	David	Giacomin	Kimely-Horn
Traffic Safety Engineering & Planning	P.D.	Kiser	NDOT Safety Engineering
	John	McCormick	Assistant Court Administrator
	Brett	Seekatz	Lieutenant
Community Coalitions & Advocacy	Christine	Adams	Northern Nevada DUI Task Force
	Kathleen	Bienenstein	MADD
	Jerry	Mager	Victim Advocate
	Stephie	Mager	Victim Advocated
	Laura	Oslund	PACE Coalition
Health, EMS & Hospital	Laura	Gryder	University of Nevada School of Medicine
	Jason	Hymer	Indian Health Service
Business/Industry	Katherine	Jacobi	Nevada Restaurant Association
	Margaret	McMillen	Nevada Restaurant Association
Traffic Safety & Policy	Scott	Swain	Office of Traffic Safety, LEL
	Pete	Vander Aa	Office of Traffic Safety, Nevada Rider
	April	Sanborn	Nevada Department of Motor Vehicles
	Joanna	Needham	Motorcycle Safety Foundation, Rider Coach
Role	Participant		
	First Name	Last Name	Title/Agency

Law Enforcement	Arthur	Aten	Nevada Highway Patrol
	John	Galicia	University of Nevada Reno Police
	Charlie	Haycox	Nevada Highway Patrol
	Michael	Laythorpe	Nevada Highway Patrol
	John	Silver	Reno Police Department
	Jim	Stewart	Nevada Highway Patrol
	Chelsea	Stuenkel	Nevada Highway Patrol
	Natasha	Koch	Nevada Highway Patrol
	Loy	Hixson	Nevada Highway Patrol
	Robin	Van Diest	Reno Police Department
	Fred	Wurster	Nevada Department of Public Safety
	Richard	Strader	Las Vegas Metropolitan Police Department
	Jorge	Pierrott	Nevada Department of Public Safety Parole and Probation Division
Consulting	Kathleen	Taylor	Taylor Made Solutions
Traffic Safety Engineering & Planning	Lori	Campbell	NDOT Safety Engineering
	Juan	Hernandez	NDOT Safety Engineering
	Ken	Mammen	NDOT Safety Engineering
	Rudy	Malfabon	NDOT, Director
	Meg	Ragonese	NDOT, Public Information Officer
	Casey	Sylvester	NDOT Safety Engineering
	Jaime	Tuddao	NDOT Safety Engineering
	Alex	Wolfson	NDOT Safety Engineering
	Julie	Masterpool	RTC Washoe County
Community Coalitions & Advocacy	Kaela	Moldowan	Victim Advocate
	Debbie	Zelinski	MADD
	July	Thompson	Duckwater Shoshone Tribe
	Diane	Anderson	Victim Advocate
	Kim	Townsend	Duckwater Shoshone Tribe
Business/Industry	R.T.	Germain	Caesar's Entertainment
	Tom	Kissler	Smart Start
	Douglas	Konersman	Nevada Sasfety & Diagnostics LLC
	Judy	Reich	Nevada Broadcasters
Traffic Safety & Policy	Victoria	Hauan	Nevada Office of Traffic Safety – Impaired Driving Program Manager

	Amy	Davey	Nevada Office of Traffic Safety - Administrator
	Kurt	Davis	Nevada Office of Traffic Safety – Traffic Records Program Manager
	Andrew	Bennett	Nevada Office of Traffic Safety – Teen Safe Driving Program Coordinator
	Kevin	Moore	Nevada Office of Traffic Safety – Teen Safe Driving Program Manager

Roster
IMPAIRED DRIVING

Name	Company
MEMBERS	
Christine Adams	Northern Nevada DUI Task Force
Kathleen Bienenstein	MADD
Marsha Boam	Penna Powers
Mike Colety	Kimley-Horn
Scott Dugan	Reno Police Department
David Giacomin	Kimley-Horn
Laura Gryder	University of Nevada School of Medicine
April Sanborn	Nevada Department of Motor Vehicles
Jason Hymer	Indian Health Service
Katherine Jacobi	Nevada Restaurant Association
P.D. Kiser	Nevada Department of Transportation - Safety
Jerry Mager	Victim Advocate
Stephie Mager	Victim Advocate
Margaret McMillen	Nevada Restaurant Association
Joanna Needham	MSF Coach
Laura Oslund	Pace Coalition
Chuck Reider	CWR Solutions
Maggie Saunders	Penna Powers
Laurel Stadler	Northern Nevada DUI Task Force
Robert Stauffer	Las Vegas Metropolitan Police Department
Scott Swain	DPS Office of Traffic Safety
Peter Vander Aa	DPS Office of Traffic Safety
PARTICIPANTS	
Diane Anderson	Victim Advocate
Arthur Aten	Nevada Highway Patrol
Andrew Bennett	DPS Office of Traffic Safety
Lori Campbell	Nevada Department of Transportation - Safety
Amy Davey	DPS Office of Traffic Safety
Kurt Davis	DPS Office of Traffic Safety
John Galicia	University of Nevada Reno Police
R.T. Germain	Caesars Entertainment
David Gibson	DPS Nevada Highway Patrol - Reno PIO
Victoria Hauan	DPS Office of Traffic Safety
Charlie Haycox	DPS Nevada Highway Patrol
Juan Hernandez	Nevada Department of Transportation
Loy Hixson	DPS Nevada Highway Patrol
Kevin Honea	DPS Nevada Highway Patrol
David Jacoby	Las Vegas Metropolitan Police Department
Tom Kissler	Smart Start
Natasha Koch	DPS Nevada Highway Patrol
Douglas Konersman	Nevada Safety & Diagnostics LLC
Michael Laythorpe	Las Vegas Metropolitan Police Department
Tia Linzsey	Nevada DMV
Rudy Malfabon	Nevada Department of Transportation
Ken Mammen	Nevada Department of Transportation Safety
Julie Masterpool	RTC Washoe County
Scott McDaniel	Carson City Sheriff's Office
Kaela Moldowan	Victim Advocate
Kevin Moore	DPS Office of Traffic Safety
Jorge Pierrott	DPS Division of Parole & Probation
Meg Ragonese	Nevada Department of Transportation PIO
Judy Reich	Nevada Broadcasters
John Silver	Reno Police Department
Jim Stewart	DPS Nevada Highway Patrol - Elko PIO
Richard Strader	Las Vegas Metropolitan Police Department

Nevada Department of Public Safety Office of Traffic Safety
Nevada Impaired Strategic Plan

Name	Company
Chelsea Stuenkel	DPS Nevada Highway Patrol
Casey Sylvester	Nevada Department of Transportation
Kathleen Taylor	Taylor Made Solutions
July Thompson	Duckwater Shoshone Tribe
Kim Townsend	Duckwater Shoshone Tribe
Jaime Tuddao	Nevada Department of Transportation Safety
Robin Van Diest	Reno Police Department
Alex Wolfson	Nevada Department of Transportation
Fred Wurster	Nevada Department of Public Safety
Debbie Zelinski	MADD N. NV
FRIENDS	
Chuck Allen	Washoe County Sheriff's Office
Timothy Andrews	8th Judicial District Court
Juan Balbuena	Federal Highway Administration
Salome Barton	City of North Las Vegas
Bill Bensmiller	Federal Motor Carrier Safety Administration
Janey Bryan	Duckwater Tribal Police
Mike Edgell	DPS Nevada Highway Patrol
Richard "Buck" Fenlason	Nevada Department of Health and Human Services
Adam Garcia	University of Nevada Reno Police
Karen Garretson	Back up for Gibson
Sandy Heverly	STOP DUI
Susan Hohn	DPS Office of Traffic Safety
Diana Hollander	Nevada Department of Education - Transportation Safety
Deborah Huff	DPS Nevada Highway Patrol
Danny Jones	Statewide Traffic Safety & Signs
Bill Landon	Care Flight
Duane Meyer	Washoe County Sherrifs Office Patrol Captain
Barbara Mirman	
Anthony Munoz	DPS Nevada Highway Patrol
Davy Ann Noahr	Las Vegas Convention and Visitors Authority
Justine Patai	8th Judicial District Court
Jeff Payne	Driver's Edge
Alexander Paz	University of Nevada Las Vegas - Civil and Environmental Engineering
Kevin Quint	Substance Abuse Prevention and Treatment Agency (SAPTA)
Sherwin Racehorse	Te-Moak Tribe
Mario Ramos	National Highway Traffic Safety Administration
Richard Robinson	Las Vegas Metropolitan Police Department
Steve Roll	Clark County DUI Court
April Sanborn	Nevada Department of Motor Vehicles
Mark Schaible	Henderson Police Department
Christine Sylvester	Nevada Department of Transportation
John Tatro	Carson City Courts
Matthew Triplett	City of Las Vegas
Paul Villaluz	Slater Hanifan Group
Shirley Visger	Las Vegas Metropolitan Police Department
Sandy Watkins	Community Against Reckless Driving
Niguel Williams	Nevada Rider Motorcycle Safety

Appendix C

Transportation Board of Directors

- Governor Brian Sandoval
- Lt. Governor Mark Hutchison
- State Controller Ron Knecht
- Frank Martin - District 1
- Tom Skancke - District 1
- Len Savage - District 2
- Emil "B.J." Almberg, Jr. - District 3

APPENDIX C – Part 3 – Motorcyclist Safety 405(f)

NHTSA

FY18
405(f) Motorcyclist Safety

State

Nevada

PART 7: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)

☑ Check this box only if applying for a Motorcyclist Safety grant

[Check ***at least 2 boxes*** below and fill in all blanks related to those checked boxes]

Motorcycle Riding Training Course ☑

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

James Wright, Director - Department of Public Safety

The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula (select one):

- ◉ Motorcycle Safety Foundation Basic Rider Course
- ○ TEAM OREGON Basic Rider Training
- ○ Idaho STAR Basic I
- ○ California Motorcyclist Safety Program Motorcyclist Training Course
- ○ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA

A list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records is provided on HSP page #:

HSP Page 152 & 153

Motorcyclist Awareness Program ☐

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

The performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle is provided on HSP page #:

The countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant is provided on HSP page #:

Reduction of Fatalities and Crashes Involving Motorcycles ☐

Data required showing the total number of motor vehicle crashes involving motorcycles is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

Impaired Driving Program ☐

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation is provide on HSP page #:

Countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data is provided on HSP page #:

Reduction of Fatalities and Accidents Involving Impaired Motorcycles ☐

Data required showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

Use of Fees Collected from Motorcyclists for Motorcycle Programs ☑

[Select ***one circle only*** below and fill in ***all*** blanks related to that selection ***only***.]

Applying as a Law State: Choice 1

The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

AND

The State's law appropriating funds for FY *(enter FY below)* requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

FY

Legal citation(s):

Applying as a Data State: ◉ Choice 2

Data and/or documentation from official State records from the previous fiscal year showing that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs is provided on HSP page #:

HSP Page 154 & 155

EXHIBIT 3.1- Motorcycle Assurance Letter

Brian Sandoval
Governor

Nevada Department of Public Safety

James M. Wright
Director

Jackie Muth
Deputy Director

Director's Office
555 Wright Way
Carson City, Nevada 89711-0525
Telephone (775) 684-4808 • Fax (775) 684-4809

May 17, 2017

Gina Espinosa-Salcedo, Regional Administrator
National Highway Traffic Safety Administration
Region 8
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228

Dear Ms. Espinosa-Salcedo:

By Executive Order, the Governor of Nevada has named the Director of the Nevada Department of Public Safety as the Governor's Representative for Highway Safety and the designated authority over Nevada's Motorcycle Safety Program.

The State of Nevada has adopted the Motorcycle Safety Foundation Basic Rider Course as the curricula for its training program. As the Governor's Representative and Director of the Department of Public Safety, I will continue to oversee and maintain ultimate responsibility for Nevada's Motorcycle Awareness Program.

Sincerely,

James Wright, Director
Nevada Department of Public Safety

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EXHIBIT 3.2- Criterion E Motorcycle Vehicle Registration

5/31/2017 ccintra1w2k3/VR/azbr028a-04.asp

STATE OF NEVADA
DEPARTMENT OF MOTOR VEHICLES

CENTRAL SERVICES AND RECORDS DIVISION
555 Wright Way
Carson City, NV 89711-0250
(775)684-4590
www.dmvnv.com

TOTAL ACTIVE VEHICLE REGISTRATIONS
THROUGH APRIL 2017

COUNTY	CARS & RVS	TRUCK, VAN, BUS	TRAILER, UTLY, TENT	MOTORCYCLE	MOPED	OFF-ROAD	TRV-TLR & 5TH WHEEL	TOTAL
CARSON CITY	39,362	15,364	6,276	2,342	52	1,358	1,668	66,422
CHURCHILL	14,999	10,110	5,983	955	11	1,401	1,420	34,879
CLARK	1,164,307	249,818	63,554	38,841	2,123	13,748	12,258	1,544,649
DOUGLAS	38,498	17,591	9,824	2,843	17	2,749	2,577	74,099
ELKO	26,469	23,001	12,073	1,857	13	4,060	2,750	70,223
ESMERALDA	653	671	344	54	0	64	71	1,857
EUREKA	977	1,499	806	76	0	151	135	3,644
HUMBOLDT	9,731	8,343	5,118	669	14	1,245	942	26,062
LANDER	3,230	3,049	1,850	227	1	493	400	9,250
LINCOLN	2,871	2,662	1,636	114	3	458	350	8,094
LYON	35,864	19,183	9,827	2,728	19	2,957	2,639	73,217
MINERAL	2,835	2,122	896	139	10	250	289	6,541
NYE	30,631	17,457	8,174	2,019	61	1,975	2,169	62,486
PERSHING	2,625	2,624	1,442	135	4	319	240	7,389
STOREY	3,772	2,062	1,057	361	0	320	271	7,843
WASHOE	272,466	89,232	38,885	15,140	222	10,536	11,383	437,864
WHITE PINE	4,729	5,149	2,573	244	1	1,007	588	14,291
OTHER	12	18	4	1	0	54	0	89
TOTAL	1,654,031	469,955	170,322	68,745	2,551	43,145	40,150	2,448,899

EXHIBIT 3.3- Criterion E Training by County

Complete List of Counties in the State	Motorcycle Registration Data by County		Training will be offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Carson City	2,394		x	x					x	x	x	x	x	x
Churchill		966												
Clark	40,964		x	x	x	x	x	x	x	x	x	x	x	x
Douglas		2,860												
Elko	1,870		x							x	x	x	x	x
Esmeralda		54												
Eureka		76												
Humboldt	683									x	x	x	x	
Lander		228												
Lincoln		117												
Lyon	2,747		x	x					x	x	x	x	x	x
Mineral	149								x					
Nye		2,080												
Pershing		139												
Storey		361												
Washoe	15,362		x						x	x	x	x	x	x
White Pine		245												
TOTALS	64,169 (With) 90.0%	7,126 (Without)												

EXHIBIT 3.4- Fee Verbiage

Nevada 405f Motorcycle Application Information:

Since 2003, fee revenues are transferred from the Department of Motor Vehicles in accordance with NRS 482.480. In accordance with NRS 486.372 the money may only be used to pay the expenses of the Program and any money remaining in the Account at the end of a fiscal year does not revert to the State General Fund (NRS 486.372). There is no Appropriation Bill from the State General Fund into the Motorcycle Safety Program.

https://www.leg.state.nv.us/Session/78th2015/Reports/history.cfm?ID=1117

EXHIBIT 3.5- Budget

Summary Budget Status Report Page 1 of 1

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REPORT DATE AS OF: 06/27/2017
PROC ID: BSR_GEN_BBLS_REPORT

STATE OF NEVADA
Office of the State Controller

Summary Budget Status Report

Fiscal Year: 2016

Fund: 101 GENERAL FUND **Agency:** 658 TRAFFIC SAFETY

Budget Account: 4691 MOTORCYCLE SAFETY PROGRAM **Organization:** 0000 TRAFFIC SAFETY

	YTD Actual	Work Program	Difference
Total Receipts/Funding	474,617.65	474,618.00	-.35
Total Expenditures	474,617.45		
Total Encumbrances	.00		
Total Pre-encumbrances	.00		
Total Obligations	474,617.45	799,614.00	324,996.55
Realized Funding Available	.20		

Get Information About Receipts/Funding Get Information About Obligations

Budget Status Report - Receipts/Funding Summary

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PROC ID: BSR_REC_FUND_SUM

STATE OF NEVADA
Office of the State Controller

Budget Status Report - Receipts/Funding

Fiscal Year: 2016

Fund: 101 GENERAL FUND

Agency: 658 TRAFFIC SAFETY

Budget Account: 4691 MOTORCYCLE SAFETY PROGRAM

Organization: 0000 TRAFFIC SAFETY

	YTD Actual	Work Program	Difference
Total Receipts/Funding	474,617.65	474,618.00	-.35

Code	Description	YTD Actual	Work Program	Difference
45	REVERSIONS	-324,996.00	-324,996.00	.00
47	BEGINNING CASH	307,541.00	307,541.00	.00
3700	REGISTRATION FEES	20,312.50	28,000.00	-7,687.50
3774	MOTORCYCLE SAFETY FEES	440,764.00	429,861.00	10,903.00
4252	EXCESS PROPERTY SALES	20,857.50	12,000.00	8,857.50
4326	TREASURER'S INTEREST DISTRIB	1,779.65	240.00	1,539.65
4760	TRANSFER FROM TRAFFIC SAFETY	8,359.00	21,972.00	-13,613.00

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Budget Status Report - Obligations Page 1 of 2

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STATE OF NEVADA
Office of the State Controller

Budget Status Report - Obligations

Fiscal Year: 2016

Fund: 101 GENERAL FUND **Agency:** 658 TRAFFIC SAFETY

Budget Account: 4691 MOTORCYCLE SAFETY PROGRAM **Organization:** 0000 TRAFFIC SAFETY

	YTD Actual	Work Program	Difference
Total Expenditures	474,617.45		
Total Encumbrances	.00		
Total Pre-encumbrances	.00		
Total Obligations	474,617.45	799,614.00	324,996.55

Category	Description	Expended	Encumbered	Pre-encumbered	Obligated	Work Program	Difference
01	PERSONNEL SERVICES	121,021.18	.00	.00	121,021.18	129,600.00	8,578.82
02	OUT OF STATE TRAVEL	897.29	.00	.00	897.29	3,033.00	2,135.71
03	IN STATE TRAVEL	2,124.32	.00	.00	2,124.32	2,141.00	16.68
04	OPERATING	12,180.10	.00	.00	12,180.10	12,527.00	346.90
05	EQUIPMENT	108,225.00	.00	.00	108,225.00	133,900.00	25,675.00
12	RIDER TRAINING	52,541.31	.00	.00	52,541.31	54,832.00	2,290.69
18	MOBILE CLASSROOM	38,823.49	.00	.00	38,823.49	49,666.00	10,842.51
19	RIDER SAFETY	114,970.00	.00	.00	114,970.00	114,970.00	.00
26	INFORMATION SERVICES	641.64	.00	.00	641.64	656.00	14.36
81	DPS GENERAL SERVICE CST ALLCTN	2,117.75	.00	.00	2,117.75	2,258.00	140.25
82	INTRA-AGENCY COST ALLOCATION	14,551.37	.00	.00	14,551.37	15,642.00	1,090.63
86	RESERVE	.00	.00	.00	.00	273,865.00	273,865.00

Budget Status Report - Obligations

87	PURCHASING ASSESSMENT	1,059.00	.00	.00	1,059.00	1,059.00	.00
88	STATEWIDE COST ALLOCATION	3,707.00	.00	.00	3,707.00	3,707.00	.00
89	AG COST ALLOCATION PLAN	1,758.00	.00	.00	1,758.00	1,758.00	.00

Return to Selection Screen **Download the Report**

Summary Budget Status Report

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STATE OF NEVADA
Office of the State Controller

Summary Budget Status Report

Fiscal Year: 2016

Fund: 618 MOTOR VEHICLE AGENCY FUND

Agency: 810 DEPT OF MOTOR VEHICLES

Budget Account: 6220 MOTOR VEHICLE REVENUE

Organization: 0000 DEPT OF MOTOR VEHICLES

	YTD Actual	Work Program	Difference
Total Receipts/Funding	1,385,342,340.22	1,459,085,000.00	-73,742,659.78
Total Expenditures	1,385,342,340.22		
Total Encumbrances	.00		
Total Pre-encumbrances	.00		
Total Obligations	1,385,342,340.22	1,459,085,000.00	73,742,659.78
Realized Funding Available	.00		

Get Information About Receipts/Funding Get Information About Obligations

Budget Status Report - Obligations

Main Menu > Budget Status Report Input > Budget Account List > Summary Budget Status Report > Obligations
REPORT DATE AS OF: 06/27/2017
PROC ID: BSR_GEN_BCLS_REPORT

STATE OF NEVADA
Office of the State Controller

Budget Status Report - Obligations

Fiscal Year: 2016
Fund: 618 MOTOR VEHICLE AGENCY FUND **Agency:** 810 DEPT OF MOTOR VEHICLES
Budget Account: 6220 MOTOR VEHICLE REVENUE **Organization:** 0000 DEPT OF MOTOR VEHICLES

	YTD Actual	Work Program	Difference
Total Expenditures	1,385,342,340.22		
Total Encumbrances	.00		
Total Pre-encumbrances	.00		
Total Obligations	1,385,342,340.22	1,459,085,000.00	73,742,659.78

Category	Description	Expended	Encumbered	Pre-encumbered	Obligated	Work Program	Difference
10	TRANSFER TO GENERAL FUND	42,255,952.87	.00	.00	42,255,952.87	49,500,000.00	7,244,047.13
11	TRANSFER TO SPECIAL FUND	417,865.66	.00	.00	417,865.66	600,000.00	182,134.34
12	TRANSFER TO HIGHWAY FUND	355,379,042.07	.00	.00	355,379,042.07	355,400,000.00	20,957.93
13	TRANSFER TO EMISSION CONTROL	9,910,188.00	.00	.00	9,910,188.00	10,000,000.00	89,812.00
14	SPECIAL LICENSE PLATE BENEFIC	3,610,938.27	.00	.00	3,610,938.27	3,685,000.00	74,061.73
15	OTHER TRANSFERS	42,970,234.85	.00	.00	42,970,234.85	43,000,000.00	29,765.15
16	TRANSFER TO RECORD SEARCH	10,134,404.00	.00	.00	10,134,404.00	13,600,000.00	3,465,596.00
20	TRANSFERS TO LOCAL GOVERNMENTS	186,378,732.28	.00	.00	186,378,732.28	190,000,000.00	3,621,267.72
22	TRANS TO DEPT OF TAXATION	154,162,523.45	.00	.00	154,162,523.45	162,750,000.00	8,587,476.55
30	GAS TAX DISTRIBUTION	564,342,235.69	.00	.00	564,342,235.69	600,000,000.00	35,657,764.31
50	REFUNDS TO INDIVIDUALS	484,717.50	.00	.00	484,717.50	550,000.00	65,282.50
52	REFUNDS TO MOTOR CARRIER	3,224,203.21	.00	.00	3,224,203.21	10,000,000.00	6,775,796.79
66		12,071,302.37	.00	.00	12,071,302.37	20,000,000.00	7,928,697.63

Budget Status Report - Obligations

	TRANSFERS TO OTHER STATE GOVTS						

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Budget Status Report - Receipts/Funding Summary

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REPORT DATE AS OF: 06/27/2017
PROC ID: BSR_REC_FUND_SUM

STATE OF NEVADA
Office of the State Controller

Budget Status Report - Receipts/Funding

Fiscal Year: 2016

Fund: 618 MOTOR VEHICLE AGENCY FUND
Agency: 810 DEPT OF MOTOR VEHICLES
Budget Account: 6220 MOTOR VEHICLE REVENUE
Organization: 0000 DEPT OF MOTOR VEHICLES

	YTD Actual	Work Program	Difference
Total Receipts/Funding	1,385,342,340.22	1,459,085,000.00	-73,742,659.78

Code	Description	YTD Actual	Work Program	Difference
4508	DMV RECEIPTS	1,384,362,649.04	1,459,085,000.00	-74,722,350.96
4870	PRIOR YEAR CARRY FORWARD	979,691.18	.00	979,691.18

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APPENDIX C – Part 4 – Traffic Records 405(c)

NHTSA

FY18 405(c)
Information System Improvements

State

Nevada

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)

☑ Check the box only if applying for a State Traffic Safety System Improvement grant

All States: [Fill in all blanks below]

The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

Enter the TRCC meeting dates (at least 3) during the 12 months preceding the application due date:	01/31/2017	04/04/2017	05/15/2017
If applicable, additional TRCC meeting dates can be found on HSP page #:	Not Applicable at this time		

The name and title of the State Traffic Records Coordinator is:

Kim Edwards (Chair)

A list of the TRCC members by name, title, home organization and the core safety database represented is provided on HSP page #:

HSP Page 175

The State Traffic Records Strategic Plan is provided as follows:

Description of specific, quantifiable and measurable improvements is provided on HSP page or attachment #:

HSP Page 59

List of all recommendations from most recent assessment is provided on HSP page or attachment #:

HSP Page 176

Recommendations to be addressed, including projects and performance measures is provided on HSP page or attachment #:

HSP Page 170

Recommendations not to be addressed, including reasons for not implementing is provided on HSP page or attachment #:

HSP Page 170

Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided on HSP page or attachment #:

HSP Page 57

The State's most recent assessment of its highway safety data and traffic records system was completed on:

05/12/2015

EXHIBIT 4.1- Nevada Traffic Records Strategic Plan

NEVADA TRAFFIC RECORDS STRATEGIC PLAN

Nevada Traffic Records Strategic Plan

MAY 2017

Prepared in Support of Nevada's Strategic Highway Safety Plan and Highway Safety Plan

Prepared for:
James M. Wright, Director, Governors Representative for Highway Safety
Nevada Office of Traffic Safety
107 Jacobsen Way
Carson City, NV 89711Phone

Prepared by:
Kimley-Horn and Associates, Inc.
6671 Las Vegas Boulevard South
Suite 320
Las Vegas, Nevada 89119

Nevada Department of Public Safety Office of Traffic Safety

NEVADA TRAFFIC RECORDS STRATEGIC PLAN

TABLE OF CONTENTS

Nevada Department of Public Safety Office of Traffic Safety

NEVADA TRAFFIC RECORDS STRATEGIC PLAN

1. EXECUTIVE SUMMARY

In support of Nevada's Strategic Highway Safety Plan (SHSP), the Highway Safety Plan (HSP) and, this strategic plan specifies how Nevada's traffic safety partners will improve 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

The following are the Goal and Objective of the Traffic Records Coordinating Committee (TRCC):

Goal: To provide the leadership to support Nevada's SHSP and HSP with quality data that leads to effective data driven strategies and action steps to reach Nevada's Zero Fatalities Goal.

Objective: To improve *the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic records data in Nevada.*

This strategic plan is built around implementing the specific recommendations from the May 12, 2015 State of Nevada Traffic Records Assessment from the National Highway Traffic Safety Administration (NHTSA). This plan meets the requirements of 23 CFR Part 1300, §1300.22, applicants for State traffic safety information system improvements grants are required to

"Include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment; identifies which such recommendations the State intends to implement and the

performance measures to be used to demonstrate quantifiable and measurable progress; and for recommendations that the State does not intend to implement, provides an explanation."

The prioritized strategies are listed under the following categories:

- Traffic Records Coordinating Committee Management
- Strategic Planning
- Crash
- Vehicle
- Driver
- Roadway
- Citation / Adjudication
- EMS / Injury Surveillance
- Data Use and Integration

2. STRATEGIC PLANNING PROCESS

The recommended strategies within this strategic plan were prioritized by the TRCC members at the May 15, 2017 TRCC Meeting. The meeting had representation from the following agencies:

- Nevada Office of Traffic Safety
- Nevada Department of Transportation
- Regional Transportation Commission of Southern Nevada
- University of Nevada School of Medicine
- Nevada Highway Patrol
- Nevada Division of Public and Behavioral Health
- Federal Highway Administration
- Las Vegas Metropolitan Police Department

The following priority was set for each strategy:

Priority 1: Top priority and can have significant progress in one year.

Priority 2: Top priority but are anticipated to take longer than one year.

Priority 3: Secondary priority and can have significant progress in one year.

Priority 4: Secondary priority and are anticipated to take longer than one year.

This strategic plan is being presented to the Traffic Records Executive Committee on May 25, 2017. The Nevada Executive Committee on Traffic Safety (NECTS) was designated as the TREC at an NECTS meeting in 2010 with the technical aspects of the role defined in the January 2013 TRCC Charter update.

3. PRIORITIZED STRATEGIES

3.1. Traffic Records Coordinating Committee Management

Strengthen the TRCC's management approach that reflect 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).

3.2. Strategic Planning

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 (Priority 1).
- Review and set priorities through a formal prioritization process (Priority 1).

3.3. Crash

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).

3.4. Vehicle

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).

3.5. Driver

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).

3.6. Roadway

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).

3.7. Citation / Adjudication

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).

3.8. EMS / Injury Surveillance

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).

3.9. Data Use and Integration

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.

4. PERFORMANCE MEASURES

It is recognized that Nevada needs to make documented progress towards implementation of these strategies. The following are the specific performance measures that will be used to evaluate implementation of this plan:

- Complete all Priority 1 strategies.
- Improve the status of Priority 2 through 4 strategies so they are in position to increase in priority in future strategic plans. The primary focus will be 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.

EXHIBIT 4.2- TRCC Roster

	Traffic Records Coordinating Committee 2017		
MEMBERS NAMES	**EMAIL ADDRESS**	**AGENCY**	**REPRESENTING**
Juan Balbuena	juan.balbuena@dot.gov	NV DOT	Highway Safety/Crash/Roadway
Adam Blount	blounta@reno.gov	RENO PD	Law Enforcement/Crash/Citation
Lori Campbell	lcampbell@dot.nv.gov	NV DOT	Highway Infrastructure/Roadway/Strategic Planning
Jackie Cobb	jcobb@dmv.nv.gov	NV DMV	Drivers Licensing/Records
Amy Davey	amy.davey@dps.state.nv.us	NV OTS	Highway Safety/Crash/Roadway
Laura Gryder	lgryder@medicine.nevada.edu	TRAUMA	Public Health/Injury Surveillance
M Farnham	farhanm@rtcsnv.com	TRANSPORTATION	Highway Safety/Crash/Roadway
Julie Gallagher	jgallagher@dps.state.nv.us	NV OTS-FARS	Highway Safety/Crash/Roadway
Kevin Honea	khonea@dps.state.nv.us	NV HIGHWAY PATROL	Law Enforcement/Crash/Citation
Julie Masterpool	juliem@rtcwashoe.com	TRANSPORTATION	Highway Safety/Crash/Roadway
Steve Mayfield	mayfields@reno.gov	RENO PD	Law Enforcement/Crash/Citation
J M McCormick	jmccormick@nvcourts.nv.gov	NV COURTS	Courts/Citation & Adjudication Systems
Dean Glaser	dglaser@dot.nv.gov	NV DOT	Highway Safety/Crash/Roadway
D Crawford	dcrawford@itcn.org	TRIBAL COURTS	Courts/Citation & Adjudication Systems
P D Kiser	pkiser@dot.nv.gov	NV DOT	Highway Infrastructure/Roadway/Strategic Planning
John Patton	jpatton@cityofsparks.us	SPARKS PD	Law Enforcement/Crash/Citation
Tina Smith	tsmith@health.nv.gov	NV EMS	EMS/Public Health/Injury Surveillance
Charise Whitt	cwhitt@dps.state.nv.us	NV OTS	Highway Safety/Crash/Roadway
Mike Conklin	mconklin@health.nv.gov	NV EMS	EMS/Public Health/Injury Surveillance
Brett Seekatz	Brett.Seekatz@cityofhenderson.com	HENDERSON PD	Law Enforcement/Crash/Citation
Ken Mammen	kmammen@dot.nv.gov	NV DOT	Highway Infrastructure/Roadway/Strategic Planning
Pete Vandera A	pvanderaa@dps.state.nv.us	NV OTS	Highway Safety/Crash/Roadway
Jamie Tuddao	jtuddao@dot.nv.gov	NV DOT	Highway Safety/Crash/Roadway
Kurt Davis	kdavis@dps.state.nv.us	NV OTS	Traffic Records

EXHIBIT 4.3- Assessment Recommendations

Figure 2: Assessment Section Ratings

	Crash	Vehicle	Driver	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Description and Contents	96.4%	83.3%	53.3%	73.3%	61.4%	41.2%
Applicable Guidelines	100.0%	63.6%	66.7%	100.0%	33.3%	84.2%
Data Dictionaries	76.7%	66.7%	50.0%	33.3%	33.3%	66.7%
Procedures / Process Flow	54.2%	50.0%	59.8%	33.3%	39.5%	82.0%
Interfaces	33.3%	81.8%	76.2%	50.0%	33.3%	33.3%
Data Quality Control Programs	50.7%	52.0%	39.3%	59.7%	33.3%	49.2%
Overall	65.2%	59.2%	54.6%	55.3%	38.9%	57.2%

	Overall
Traffic Records Coordinating Committee Management	70.7%
Strategic Planning for the Traffic Records System	33.3%
Data Use and Integration	54.5%

Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question's score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum total for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$Section\ average\ (\%) = \frac{Section\ sum\ total}{Section\ total\ possible}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system's weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to

> *"Include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment; identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and for recommendations that the State does not intend to implement, provides an explanation."*

Nevada can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Nevada can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

Strategic Planning Recommendations

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

Crash Recommendations

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

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

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

Vehicle Recommendations

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

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

Driver Recommendations

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

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

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

Roadway Recommendations

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

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

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

Citation / Adjudication Recommendations

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

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

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

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

EMS / Injury Surveillance Recommendations

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

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

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

Data Use and Integration Recommendations

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

Introduction

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. These components address driver demographics, licensure, behavior and sanctions; vehicle types, configurations, and usage; engineering, education, enforcement measures; crash-related medical issues and actions; and how they affect highway traffic safety.

Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Moving Ahead for Progress in the 21st Century (MAP-21) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Background

In 2012, the National Highway Traffic Safety Administration published an updated *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, including: State highway safety offices, the Governors Highway Safety Association (GHSA) and the Association of Transportation Safety Information Professionals (ATSIP), as well as staff from NHTSA, FMCSA, and FHWA. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports quality data driven decisions and improves highway safety. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records

EXHIBIT 4.4- Number of Agencies Reporting Citation Data

	Law Enforcement Agencies Submitting Electronic Citation Data for Administrative Office of the Courts (AOC) Access	
	Agency	
1	Washoe SO	
2	Nevada Highay Patrol	
3	Carson SO	
4	Clark Co School PD	
5	Fallon PD	
6	No. Las Vegas PD	
7	Winnemucca PD	
8	University of NV, Reno PD	
9	Lander SO	
10	Lincoln SO	
11	Churchill SO	
12	Boulder City PD	
13	Douglas SO	
14	Sparks PD	
15	Washoe Co School PD	
16	Elko SO	
17	Mesquite PD	
18	Nye SO	
19	W Wendover PD	
20	Truckee Meadows Comm. College	
21	Mineral SO	
22	LV Metro	
23	Humboldt SO	
24	Lyon SO	
25	Pyramid Lake Tribal PD	
26	Reno PD	Thru March 30, 2017
27	RTAA	
28	Capitol Police	
29	Pershing SO	
30	Elko PD	
31	Storey SO	Thru June 20, 2017
	Agencies in line to begin submissions this next year	
32	Yerington PD	
33	Henderson PD	
34	Lovelock PD	
35	University of Nevada, Las Vegas PD	
36	Walker Tribal PD	
37	Moapa Valley Tribal PD	
38	Carlin PD	
39	Eureka SO	
40	NV State Parks Law Enforcement	
41	Fallon Paiute Shoshone Tribal PD	

APPENDIX C – Part 5 – Non-Motorized Safety 405(h)

NHTSA

FY18 405(h)
Non-Motorized Safety

State:

Nevada

PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)

☑ Check the this box only if applying for a Non-motorized Safety grant

[Check the box above ***only*** applying for this grant AND ***only*** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent (2014) calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1300.27(d) in the fiscal year of the grant.

EXHIBIT 5.1

June 8, 2017

Gina Espinosa-Salcedo, Regional Administrator
National Highway Traffic Safety Administration
Region 8
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228

Dear Ms. Espinosa-Salcedo:

The Nevada Department of Public Safety, Office of Traffic Safety (DPS/OTS) submits the attached 405(h) Non-Motorized Safety Grant application. In 2014 non-motorized traffic fatalities represented 27% of Nevada's fatalities, above the required 15% non-motorized fatalities required to be eligible to apply for the Non-Motorized Safety Grant under 23 CFR § 1300.27.

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1300.27(d) in the fiscal year of the grant in an effort to reduce non-motorized fatalities in Nevada.

2014 Non-Motorized Fatalities				
Pedestrian Deaths	Bike Deaths	Total Non-Motorized Deaths	Total Fatalities	% of Fatalities Non-Motorized
71	8	79	291	27%

Thank you for your consideration.

Sincerely

Amy Davey

Amy Davey
Administrator

EXHIBIT 5.2- 2016 Motor Vehicle Crash and Fatality Report

2/2/2017

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LAW ENFORCEMENT AGENCIES

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)
PREPARED BY: JULIE GALLAGHER, FATAL ANALYST

SUBJECT: FATAL CRASHES AND FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

	CURRENT		SAME DATE LAST YEAR			# CHANGE	
	Crashes	Fatals		Crashes	Fatals	Crashes	Fatals
12/29/2016	1	1	12/31/2015	1	2	0	-1
MONTH	23	28	MONTH	30	32	-7	-4
YEAR	305	330	YEAR	297	326	8	4

KNOWN CRASH AND FATAL COMPARISON BETWEEN 2015 AND 2016, AS OF CURRENT DATE.

COUNTY	2015 Crashes	2016 Crashes	% CHANGE	2015 Fatalites	2016 Fatalities	% Change	2015 Alcohol Crashes	2016 Alcohol Crashes	% Change	2015 Alcohol Fatalities	2016 Alcohol Fatalities	% Change
CARSON	2	7	250.00%	2	7	250.00%	1	1	0.00%	1	1	0.00%
CHURCHILL	3	8	166.67%	5	8	60.00%	0	0	0.00%	0	0	0.00%
CLARK	194	202	4.12%	210	218	3.81%	52	42	-19.23%	59	48	-18.64%
DOUGLAS	7	5	-28.57%	7	5	-28.57%	1	1	0.00%	1	1	0.00%
ELKO	11	8	-27.27%	12	9	-25.00%	2	2	0.00%	2	2	0.00%
ESMERALDA	4	1	-75.00%	5	3	-40.00%	1	0	-100.00%	1	0	-100.00%
EUREKA	4	1	-75.00%	4	1	-75.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	5	4	-20.00%	8	5	-37.50%	2	2	0.00%	2	2	0.00%
LANDER	5	2	-60.00%	5	2	-60.00%	0	0	0.00%	0	0	0.00%
LINCOLN	4	1	-75.00%	4	1	-75.00%	0	0	0.00%	0	0	0.00%
LYON	6	1	-83.33%	7	1	-85.71%	1	1	0.00%	1	1	0.00%
MINERAL	1	4	300.00%	2	4	100.00%	0	0	0.00%	0	0	0.00%
NYE	10	7	-30.00%	11	7	-36.36%	2	3	50.00%	2	3	50.00%
PERSHING	1	1	0.00%	1	1	0.00%	1	0	-100.00%	1	0	-100.00%
STOREY	2	2	0.00%	2	2	0.00%	1	1	0.00%	1	1	0.00%
WASHOE	34	44	29.41%	37	49	32.43%	14	13	-7.14%	16	18	12.50%
WHITE PINE	4	7	75.00%	4	7	75.00%	0	0	0.00%	0	0	0.00%
YTD	297	305	2.69%	326	330	1.23%	78	66	-15.38%	87	77	-11.49%
TOTAL 15	297	-----	2.7%	326	-----	1.2%		-----	#DIV/0!		-----	#DIV/0!

2015 AND 2016 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.
2016 ALCOHOL NUMBERS WILL CHANGE AS FINAL REPORTS ARE SUBMITTED.

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2015 AND 2016, AS OF CURRENT DATE.

COUNTY	2015 Vehicle Occupants	2016 Vehicle Occupants	% Change	2015 Peds	2016 Peds	% Change	2015 Motor-Cyclist	2016 Motor-Cyclist	% Change	2015 Bike	2016 Bike	% Change	2015 Other moped,atv	2016 Other moped,atv
CARSON	1	2	100.00%	1	4	300.00%	0	1	100.00%	0	0	0.00%	0	0
CHURCHILL	5	3	-40.00%	0	2	200.00%	0	3	300.00%	0	0	0.00%	0	0
CLARK	96	98	2.08%	60	57	-5.00%	32	49	53.13%	8	5	-37.50%	14	9
DOUGLAS	5	4	-20.00%	1	0	-100.00%	1	1	0.00%	0	0	0.00%	0	0
ELKO	9	6	-33.33%	1	1	0.00%	2	0	-100.00%	0	0	0.00%	0	2
ESMERALDA	5	3	-40.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	4	1	-75.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	8	4	-50.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
LANDER	3	2	-33.33%	2	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	3	1	-66.67%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
LYON	7	1	-85.71%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
MINERAL	2	4	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
NYE	10	7	-30.00%	0	0	0.00%	0	0	0.00%	1	0	-100.00%	0	0
PERSHING	1	1	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	1	1	0.00%	0	0	0.00%	1	1	0.00%	0	0	0.00%	0	0
WASHOE	21	24	14.29%	8	15	87.50%	7	8	14.29%	1	1	0.00%	0	1
WHITE PINE	4	4	0.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	1
YTD	185	166	-10.27%	73	80	9.59%	44	65	47.73%	10	6	-40.00%	14	13
TOTAL 15	185	-----	-10.27%	73	-----	9.59%	44	-----	47.73%	10	-----	-40.00%	14	-----

PRELIMINARY DATA CONFIRMS 72 UNRESTRAINED FATALITIES FOR 2015
THIS DOES NOT CONTAIN UNKNOWNS

APPENDIX C – Part 6 – Maintenance of Effort

Brian Sandoval
Governor

Nevada Department of Public Safety

James M. Wright
Director

Jackie Muth
Deputy Director

Director's Office
555 Wright Way
Carson City, Nevada 89711-0525
Telephone (775) 684-4808 • Fax (775) 684-4809

May 17, 2017

Gina Espinosa-Salcedo, Regional Administrator
National Highway Traffic Safety Administration
Region 8
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228

Dear Ms. Espinosa-Salcedo:

By Executive Order, the Governor of Nevada has named the Director of the Nevada Department of Public Safety as the Governor's Representative for Highway Safety and the appointed authority for Highway Safety program funds.

Pursuant to CFR 1300 I designate the Department of Public Safety as the Lead State Agency for purposes of Maintenance of Effort reporting for Occupant Protection (405b), Traffic Safety Information System Improvement (405c), and Impaired Driving (405d) grant requirements.

Sincerely,

James Wright, Director
Nevada Department of Public Safety

APPENDIX C – Part 7 – NECTS Approval

Zero Fatalities
Drive Safe Nevada

DRAFT MEETING MINUTES SUBJECT TO CHANGE UPON APPROVAL BY THE NECTS AT THE NEXT REGULARLY SCHEDULED MEETING

Nevada Executive Committee on Traffic Safety (NECTS)

Thursday, May 25, 2017 1:30-3:30 PM PST
Grand Sierra Resort, Reno, Nevada

DRAFT MEETING MINUTES

Members Present (10 of 18 voting members)

Sondra Rosenberg (Chair)	Nevada Department of Transportation
Amy Davey (Vice Chair)	DPS-Office of Traffic Safety
Ken Mammen (for Rudy Malfabon)	Nevada Department of Transportation
Lt. Col. John O'Rourke	DPS-Nevada Highway Patrol
Tina Smith	NDHHS Division of Public and Behavioral Health-State EMS
Wes Henderson	Nevada League of Cities (phone)
Diana Hollander	Department of Education (phone)
Kevin Malone	Department of Motor Vehicles
Mohammad Farhan (for Tina Quigley)	RTC Southern Nevada (phone)
Rebecca Kapular (for Lee Gibson)	RTC Washoe County
Susan Klekar	Federal Highway Administration (ex-officio)
Bill Bensmiller	Federal Motor Carriers Administration (ex-officio)

Members Absent

John McCormick	Administrative Office of the Courts
Lt. Brett Seekatz	Henderson Police Department
Daryl Crawford	Inter-Tribal Council of Nevada
Captain Vincent Cannito	Las Vegas Metropolitan Police Department
Jeff Fontaine	Nevada Association of County Officials
Robert Roshak	Nevada Sheriffs and Chiefs Association
Adam Heinz	Regional Emergency Medical Services Authority
Gina Espinosa-Salcedo	National Highway Traffic Safety Administration (ex-officio)

SHSP Administrator

Ken Mammen	Nevada Department of Transportation

SHSP Facilitator

Mike Colety	Kimley-Horn

Guests

Juan Balbuena	Federal Highway Administration
Andrew Bennett	DPS-Office of Traffic Safety
Erin Breen	UNLV Vulnerable Road Users Program
Kim Edwards	Nevada Department of Transportation
Victoria Hauan	DPS-Office of Traffic Safety
Kevin Honea	DPS-Nevada Highway Patrol
Kevin Moore	DPS-Office of Traffic Safety
Lindsay Saner	Kimley-Horn
Maggie Saunders	Penna Powers
Charise Whitt	DPS-Office of Traffic Safety
Brent Wilhite	Penna Powers

ACTION ITEM REPORT

Action Item	Status
#3 Approval of January 26, 2017 NECTS Meeting Minutes	Approved
#5 OTS Adjustments to Impaired Driving Action Plan	Approved
#6 OTS Adjustments to Traffic Records Strategic Plan	Approved

MEETING REPORT

Agenda Item 1: Welcome and Introductions
Chair Rosenberg called the meeting to order at 1:30 PM, those in person and on the phone introduced themselves and attendance was recorded.

Discussion
Mike Colety confirmed that a quorum was reached for the meeting.

Agenda Item 2. Public Comment
No public comments.

Agenda Item 3. Approval of January 26, 2017 NECTS Meeting Minutes – ACTION ITEM
Review of the meeting minutes from the January 26, 2017 NECTS meeting. There were no changes.

Motion: Amy Davey moved to approve the January 26, 2017 NECTS Meeting Minutes. Seconded by Ken Mammen. The motion was unanimously approved. The final meeting minutes are attached.

Agenda Item 4. Safety Summit Feedback/Discussion
NECTS members and meeting participants discussed the 2017 Nevada Traffic Safety Summit and provided feedback/suggestions for next year's summit. A summary list from the discussion and action items are below.

- Consider off-site locations for a community event, possibly downtown. Also consider a focused event such as enforcement, pedestrian safety, training for EMS.
- Look for ways to increase participation diversification (young drivers, public health and judicial)
    - Invite youth perspective (example: Reno has youth city council, or high school student body and key clubs)
    - Invite Las Vegas magnet high schools focused on medical and enforcement
    - University involvement
    - Chamber of Commerce
- Educational opportunity for auto industry/technology and autonomous vehicles – educate on the safety features/benefits
- Consider new format options for the safety summit with respect to schedule, allow for new opportunities for outreach and education for judicial and others to increase participation.
- Consider making the networking social an educational opportunity with a "sobriety checkpoint" or before and after check. Consider partnering with Uber/Lyft to schedule rides home.
- **Action**: Chair Rosenberg to add the Safety Summit to the Transportation Safety Board agenda.

Agenda Item 5. Approve with the Authority for OTS to Make Technical Adjustments as Required to the Impaired Driving Strategic Plan - ACTION ITEM

On August 9, 2013 the NECTS was designated as the Statewide Impaired Driving Task Force with the authority to approve the 2013 Nevada Impaired Driving Strategic Plan (IDSP). NECTS includes appropriate stakeholders that meet the membership requirements identified by the FAST Act Interim Final Rule. OTS is committed to aligning its goals to reduce Nevada's impaired fatalities and serious injuries in conjunction with NDOT's Strategic Highway Safety Plan (SHSP).

Discussion

Vice Chair Amy Davey presented the Office of Traffic Safety Impaired Driving Strategic Plan as part of the State's Highway Safety Plan (HSP). There is increasing encouragement from FHWA and NHTSA to coordinate performance measures with SHSP and HSP, however, strategic plans such as the Impaired Driving Strategic Plan have specific components to quality for funding. The plans are prepared by OTS staff, with input from the Critical Emphasis Area Teams. They follow NHTSA requirements, which are more specific than the strategies and action steps outlined in the SHSP. In addition, requirements state that the Impaired Driving Strategic Plan is to be updated every three years, but the plan is a living document, intended to be updated annually.

It was discussed that strategies specific to Marijuana Impaired Driving are not defined in the plan, but will be updated when the law is defined. It was noted that law enforcement is prepared to be ARIDE and DRE certified.

Action: Approve the Impaired Driving Strategic Plan (attached); with the authority for the Office of Traffic Safety to make technical adjustments as required.

Motion: Kevin Malone made a motion to approve the Impaired Driving Strategic Plan with authority for OTS to make technical adjustments. Seconded by John O'Rourke. The motion passed unanimously.

Agenda Item 6. Approve with the Authority for OTS to Make Technical Adjustments as Required to the Traffic Records Strategic Plan - ACTION ITEM

In support of Nevada's Strategic Highway Safety Plan (SHSP), the Highway Safety Plan (HSP) and, this strategic plan specifies how Nevada's traffic safety partners will improve 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.

Discussion

This strategic plan is built around implementing the specific recommendations from the May 12, 2015 State of Nevada Traffic Records Assessment from the National Highway Traffic Safety Administration (NHTSA). This plan meets the requirements of 23 CFR Part 1300, §1300.22, applicants for State traffic safety information system improvements grants are required to "Include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment; identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and for recommendations that the State does not intend to implement, provides an explanation." The next assessment is in 2020 (every five years),

The Traffic Records Strategic Plan long-term plan that will allow the TRCC to define the data, where it comes from and how to share it, which will improve tracking of performance measures and action steps as well as justification for legislative items.

Action: Approve the Traffic Records Strategic Plan (attached); with the authority for OTS to make technical adjustments as required.

Motion: John O'Rourke made a motion to approve the Traffic Records Strategic Plan; with the authority for OTS to make technical adjustments as required. Ken Mammen seconded the motion. The motion passed unanimously.

Agenda Item 7. Open Discussion/Fall Meetings
Next meeting is tentatively scheduled for September 26 (or 27) in Las Vegas, to be held in conjunction with the Southern Nevada Vulnerable Road Users Awards. Kimley-Horn to work with Erin Breen on date for next meeting/awards ceremony. Future meeting agenda to include the following agenda items:

- Further discuss inviting Nevada Center for Advance Mobility (Dan Langford) to the NECTS
- Nevada Traffic Safety Summit (as a standing NECTS agenda item)
- Further discussion/vote on new members: Tahoe MPO, CAMPO, Legislative, Youth and Senior Advocates

Agenda Item 8. Public Comment
Erin Breen informed the NECTS that the booster seat bill was pulled and is not going further through legislation.

Agenda Item 9. Adjourn Meeting
NECTS members were reminded to bring back their binders for the next meeting and new meeting materials will be provided. Chair Rosenberg adjourned the meeting at 3:00 PM.

Attachments:
Attachment A: January 26, 2017 NECTS Final Meeting Minutes
Attachment B: Impaired Driving Strategic Plan
Attachment C: Traffic Records Strategic Plan