

State of Nevada
Office of Traffic Safety
Annual Report
FFY 2016



James M. Wright, Director
Governors Representative for Highway Safety

ANNUAL PERFORMANCE REPORT

FEDERAL FISCAL YEAR 2016

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2015 NEVADA TRAFFIC SAFETY FACTS

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015*
Fatalities (Actual)	427	432	373	324	243	257	246	261	266	290	326
Fatality Rate per 100 Million VMT	2.06	1.97	1.68	1.56	1.19	1.16	1.02	1.08	1.08	1.15	1.30
Serious Injuries	1,689	2,011	1,930	1,558	1,412	1,328	1,219	1,099	1196	1206	1,334
Fatalities Involving Driver or Motorcycle Operator w/>.08 BAC	135	144	118	106	69	69	70	85	79	93	97
Unrestrained Passenger Vehicle Occupant Fatalities	140	147	124	91	74	77	64	63	57	65	72
Speeding Related Fatalities	160	159	97	93	94	81	76	102	90	100	111
Motorcyclist Fatalities	56	50	51	59	42	48	41	43	59	63	55
Unhelmeted Motorcyclist Fatalities	8	9	7	15	2	10	5	10	7	8	11
Drivers Age 20 or Younger Involved in Fatal Crashes	65	70	67	50	37	23	26	35	30	37	39
Pedestrian Fatalities	64	51	52	56	35	36	46	55	65	70	73
Observed Seat Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	95%	91%	92%	90%	90%	93%	94%	91%	95%	94%	92%
Seat Belt Citations Issued During Grant-Funded Enforcement Activities			1,742	6,762	3,692	5,463	5,588	4,413	2,795	3,648	2,040
Impaired Driving Arrests Made During Grant-Funded Enforcement Activities			504	494	1,014	832	554	1,226	543	720	624
Speeding Citations Issued During Grant-Funded Enforcement Activities			7,752	15,345	19,561	16,612	14,863	14,422	12,124	23,964	29,381

*Unofficial data.

OFFICE OF TRAFFIC SAFETY (OTS)

Mission

The Nevada Office of Traffic Safety provides funding and expertise, creates partnerships, promotes education, and develops programs and projects to eliminate deaths and injuries on Nevada roadways.

Performance Goals

Provide efficient and effective management and programming of highway safety resources through planning, coordination, collaboration, communication, implementation, monitoring and evaluation.

Performance Measure

An annual decline in motor vehicle fatalities and serious injuries on Nevada roadways, both in number and rates, and in line with SHSP goals.

Performance Objective

Reduce annual fatality and serious injury numbers by a minimum of three percent each year.

- Decrease motor vehicle fatalities from the 2010-2014 five-year average of 264 by three percent to the projected 2011-2015 number of 256 by December 31, 2016.
- Decrease serious injuries from the 2010-2014 five-year average of 1,209 by three percent to the projected 2011-2015 number of 1,183 by December 31, 2016.

Actual Performance

- Fatalities totaled 291 people on Nevada roadways in 2014, which is a nine percent increase from 266 in 2013. Unofficial data indicate that 326 fatalities occurred in 2015, an eleven percent increase over 2014. Unofficial data indicate that the five-year average from 2011-2015 is 277, a five percent increase from 2010-2014.
- Serious injuries totaled 1,209 in 2014, up two percent from 1,189 in 2013. Unofficial data indicate that 1,334 people were seriously injured in 2015, up ten percent from 2014. Unofficial data indicate that the five-year average from 2011-2015 is 1,210, a less than one percent increase from 2010-2014.

Nevada Traffic Fatalities

Year	Motor Vehicle	Motorcycle	Pedestrian	Bicyclists	Other	Total
2005	283	56	63	10	15	427
2006	312	50	51	10	9	432
2007	254	51	52	10	6	373
2008	196	59	56	7	6	324
2009	150	42	35	7	9	243
2010	163	45	41	6	4	257
2011	151	40	47	4	4	246
2012	155	43	59	3	2	258
2013	131	54	69	7	5	266
2014	147	63	72	8	9	291
2015*	186	43	73	10	14	326

*Unofficial data.

Nevada Serious Injuries, 2009-2015

Year	Actual	Goal	Change
2009	1,412	1,512	-7%
2010	1,328	1,370	-3%
2011	1,219	1,287	-5%
2012	1,162	1,182	-2%
2013	1,189	998	+19%
2014	1,209	1,170	+3%
2015*	1,334	1,195	+12%

*Unofficial data.

Total Fatalities per 100,000 Population

Year	Population	Total Fatalities					Rate per 100,000 Population				
		Total	Motor Vehicle	Motorcycle	Pedestrian/Bicycle	Impaired	Total	MVO	MC	P/B	ID
2008	2,738,733	324	199	59	63	106	11.83	7.23	2.15	2.30	3.87
2009	2,711,206	243	159	42	41	69	8.96	5.86	1.55	1.51	2.54
2010	2,724,636	257	162	48	42	69	9.43	5.95	1.76	1.54	2.53
2011	2,723,322	246	152	40	47	70	9.03	5.58	1.47	1.73	2.57
2012	2,750,217	262	155	43	59	82	9.53	5.64	1.56	2.15	2.98
2013	2,800,967	266	131	57	76	79	9.50	4.68	2.04	2.71	2.82
2014	2,839,099	291	147	55	80	88	10.25	5.18	1.94	2.82	3.10
2015*	2,890,845	326	186	43	83	98	11.28	6.43	1.49	2.87	3.39

*Unofficial data

Program Funding

Designated by the Governor, the Nevada Department of Public Safety (DPS) is responsible for applying for and administering federal highway safety funds awarded to the State to conduct traffic safety programs that positively affect driving behavior. The Director of the Department serves as the Governor's Representative for Highway Safety. To accomplish this task, the DPS-OTS develops an annual Highway Safety Plan (HSP) that identifies key highway safety issues and problem areas in the state. DPS-OTS then solicits proposals statewide to address the identified problems. Available funds are awarded to state and local government and non-profit agencies to implement evidence-based traffic safety programs and projects.

This report outlines the results of the FFY 2016 Highway Safety Plan.

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

- Impaired Driving
- Occupant Protection (seat belts and child safety seats)
- Pedestrian Safety

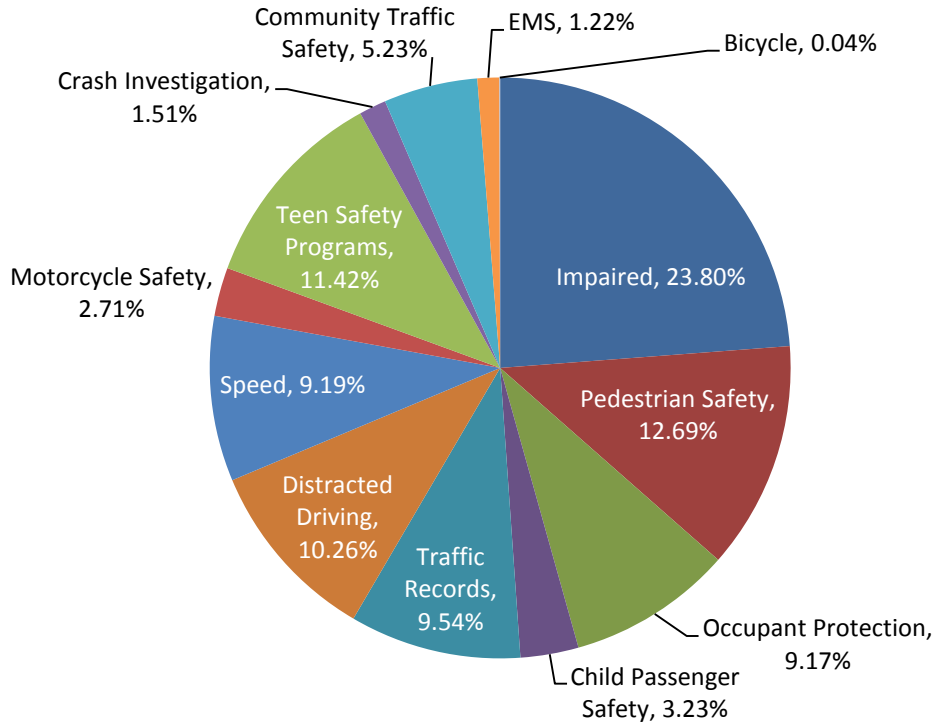
Federal grant funds are also awarded in seven other program areas:

- Traffic Records
- Distracted Driving
- Youth Driving
- Speed
- Motorcycle Safety
- Child Safety
- Bicycle Safety

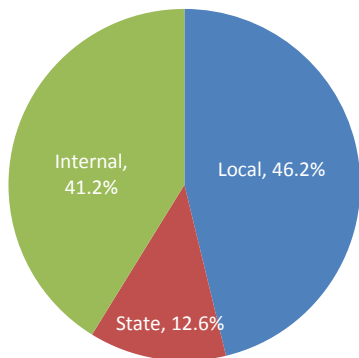
Funding from the federal government is provided by the National Highway Traffic Safety Administration (NHTSA) in accordance with the Highway Safety Act of 1966. The funding for programs conducted in FFY 2016 was appropriated from the *Moving Ahead for Progress in the 21st Century* or MAP-21 Transportation Act. MAP-21 includes several funding programs that specifically address behavioral highway safety problem areas. In 2016, Nevada qualified for MAP-21 grants to address Impaired Driving (Section 405(d)), Traffic Records and Data (Section 405(c)), Motorcycle Safety (Section 405(f)), and Occupant Protection (Section 405(b)). Funds for 2015 also consisted of a 2010 Motorcycle Safety Incentive award carried forward from prior grant years, matching State Highway Funds, new MAP-21 awards and NDOT's monetary award to DPS-OTS for continued to support and enhance SHSP strategies in FFY 2016.

Sub-grant awards made by DPS-OTS provide for projects that conduct proven countermeasures for evidence-based traffic safety problems. Federal funds are intended to create and help sustain successful programs at state and local levels, and to leverage the commitments of state, local and private resources.

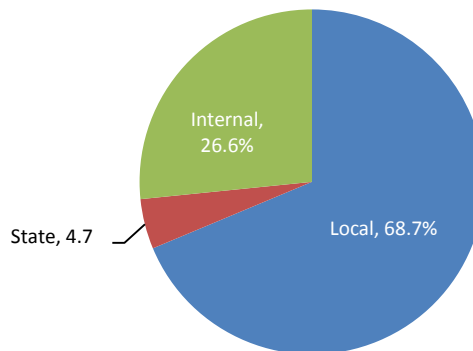
Total Funding by Program Area, All Funding Sources



Share to Local, State and Internal for All Funding Sources



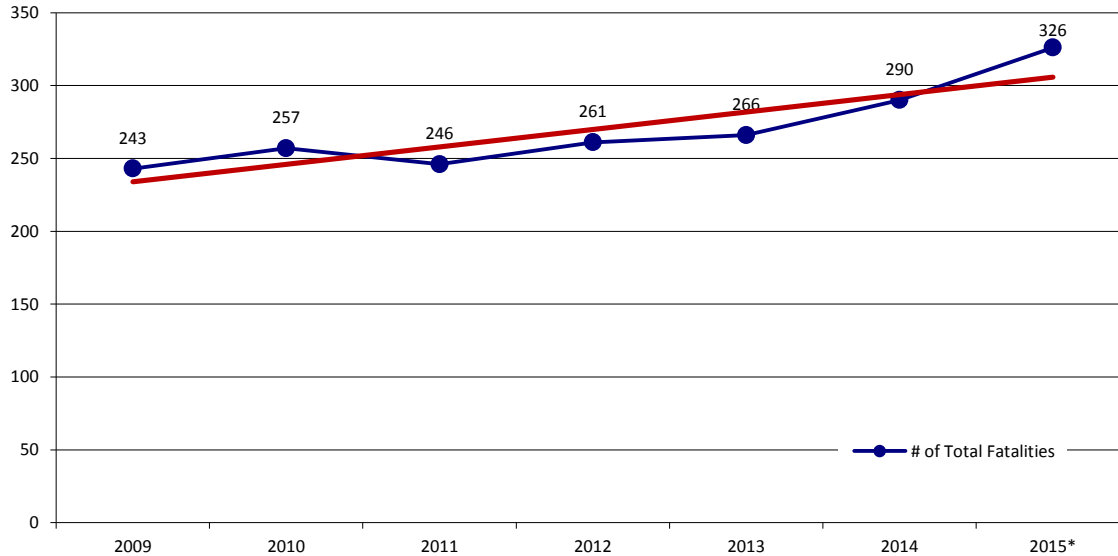
Share to Local, State and Internal for 402 Funding Only



Performance Measures

Rules established by NHTSA allow states to identify problems and funding needs in each of the nationally designated program priority areas. State Highway Safety Offices (SHSOs) have the flexibility to identify additional program areas from their data, along with the amount of funding allocated to each. Nevada utilizes this flexibility in working with its SHSP partners toward achieving its goal of 'Zero Fatalities.' The projects chosen for funding in FFY 2016 included strategies from the SHSP's six critical emphasis areas and their results are detailed on the following pages. (For more on the SHSP, please log on to www.zerofatalitiesnv.com).

PERFORMANCE MEASURE 1: TRAFFIC FATALITIES



The goal for this area is to reduce traffic fatalities on Nevada roadways. The Nevada Office of Traffic Safety (OTS) is addressing the factors contributing to traffic fatalities through a variety of efforts including a multi-jurisdictional traffic enforcement program, public awareness campaigns and education. OTS focuses these efforts on several contributing factors, most notably:

- Failure to keep in a proper lane
- Failure to yield
- Driving too fast for conditions
- Impairment, including alcohol and drugs
- Fatigued driving
- Distracted driving
- Other unsafe driving behaviors

OTS programs Joining Forces, Distracted Driving, Planning and Administration, Professional Development, the Limited Fixed Deliverable Master, Media, Outreach and Nevada Highway Patrol Outreach were used to address the above behaviors.

FY 2016 Performance Target: Decrease the trending traffic fatality rate from the 2009-2013 five-year moving average of 255 traffic fatalities to 286 by December 31, 2016.

Actual Performance: The five-year average for Nevada fatalities in years 2011-2015 was 278.

*Official 2015 & 2016 data are not yet available.

Related Projects

TS-2015-NVOTS 658-00095 – Nevada Office of Traffic Safety – NV Joining Forces, High-Visibility Enforcement Events

Funding Sources: 402, 405(b), 405(d), NDOT

Budget: \$2,055,000.00

Obligation Percentage Spent: \$1,860,931.83 90.56%

Joining Forces, the state’s multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement (HVE) events for problem areas identified within the SHSP, including seat belt usage, for over a decade. Since its inception in 2002, the program has been a key factor in increasing the observed seat belt usage of Nevada annually, from 74 percent in 2003 to 94 percent in 2013. As one of the six critical emphasis areas of Nevada’s SHSP, this portion of the project will support both the May and November Click it or Ticket HVE events in Nevada during 2016, and any other grant-funded seat belt enforcement events throughout the year; each and every HVE event focuses on occupant protection, regardless of the main focus of the JF campaign, as seat belt usage is the easiest and most effective way to prevent injury or death from a crash.

This project also included the, Joining Forces Conference that was attended by 72 officers and family members, \$43,036.00 was the amount spent on the conference. Three equipment grants were awarded for \$10,000.00 each to UNRPD, Humboldt CSO and Douglas CSO. These agencies will utilize the grants to purchase traffic safety equipment to assist their agencies in reaching the goal of zero fatalities.

Category	FFY 2015	FFY 2016
DUI	491	624
Seat Belt	2,245	2,040
Child Seat	316	316
Speed	24,955	29,381
Pedestrian at Fault	1,210	842
Driver at Fault	1,210	742
Cell Phone Use	5,696	4,545
Drug Arrest	155	213
Other Distracted Driving	146	82
Felony Arrest	121	129
Recovered Stolen Vehicle	14	24
Fugitive	259	260
Suspended/Revoked License	988	1,035
Driver’s License Other	3,312	3,066
Registration Violation	3,852	4,167
Equipment Violation	1,269	1,073
No Insurance	5,449	5,149
Reckless Driving	144	144
Red Light Running	1,465	1,648
Failure to Yield	1,048	973
All Other Citations	4,615	3,393
Warnings	13,361	16,792
Number of Stops	60,562	76,638

Agency	Co-op Events
Boulder PD	15
Carson City Sheriff's Office	14
Douglas County Sheriff's Office	14
Elko Sheriff's Office	14
Henderson PD	16
Humboldt County Sheriff's Office	16
Lander County Sheriff's Office	11
Las Vegas Metro PD	16
Lincoln County Sheriff's Office	9
Lyon County Sheriff's Office	16
Mesquite PD	15
Mineral County Sheriff's Office	16
NHP – Northeast Command	16
NHP – Northwest Command	16
NHP – Southern Command	15
North Las Vegas PD	16
Nye County Sheriff's Office	13
Reno PD	16
Sparks PD	13
Storey County Sheriff's Office	5
University of Nevada, Reno PD	12
Washoe County School District PD	5
Washoe County Sheriff's Office	15
West Wendover PD	11
White Pine County Sheriff's Office	11
Winnemucca PD	7
Total	343

TS-2016-NVOTS 658-00080—Nevada Office of Traffic Safety—Professional Development

Funding Sources: 402

Budget: \$19,746.00

Obligation Percentage Spent: \$9,321.89 47%

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

TS-2016-NVOTS 658-00077—Nevada Office of Traffic Safety—Program Management

Funding Sources: NDOT

Budget: \$120,000.00

Obligation Percentage Spent: \$82,498.78 69%

This grant provided funds for direct program management and direct costs incurred for the programs by professional and administrative staff that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of projects. Via Program Management, OTS provided public education on, and heightened awareness of problem traffic safety areas on Nevada roadways, and how to prevent them; Continue

SHSP partnerships and leadership for all Critical Emphasis Area teams, strategies, resources, and guidance to move toward the 'Zero Fatalities' goal; Review and evaluate program and project management activities on a continual basis for any efficiency or other resource needs; to stay on track with timelines, objectives, and goals for all programs and activities; or to revise as necessary.

TS-2016-NVOTS 658-00079—Nevada Office of Traffic Safety—Program Management-Temps

Funding Sources: 405(c), 402

Budget: \$115,000

Obligation Percentage Spent: \$77,510.94

These funds were used to support Law Enforcement Liaison functions, Traffic Records Coordinator, supplemental administrative and fiscal support as necessary, training/travel and direct costs for personnel. This project is necessary to provide program management, coordination, grant management, outreach, support, and education of Nevada's traffic safety community and activities. In the last decade, awarded funds have significantly increased with a corresponding increase in programs and projects, with no additional staff positions or other resources. Nevada was one of the hardest-hit in the recession and recovery has been very slow with little to no desire to commit permanent state positions to federally funded agencies.

TS-2016-NVOTS 658-00114—Nevada Office of Traffic Safety—HSP/Annual Report

Funding Sources: 402

Budget: \$35,000.00

Obligation Percentage Spent: \$14,653.06 42%

This project funded the development and compilation of the Highway Safety Plan for the Office of Traffic Safety in conjunction with Strategic Highway Safety Plan as required by the National Highway Safety Administration. It also funds the development and compilation of the Annual Report required by NHTSA.

The Office of Traffic Safety worked closely with its partners to research, compile and compose a comprehensive plan to address priority traffic safety issues for Nevada as required by the National Highway Safety Administration. The Annual Report will be developed in December 2016 that will outline the agency's achievements.

This project is necessary for the OTS to develop and disseminate its Highway Safety Plan for the management and programming of highway safety resources and projects. 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-2016-NVOTS 658-00078—Nevada Office of Traffic Safety—Planning and Administration (P&A)

Funding Sources: 402

Budget: \$275,000.00

Obligation Percentage Spent: \$207,275.34 75%

This project provides the opportunity for Professional and Administrative staff of OTS to develop the Highway Safety Plan, award, authorizes, monitor and evaluate grant-funded projects. In order to accomplish the various tasks necessary to support grant activities, planning and administrative functions are performed as needed. Funding partially provides for the salaries of administrative support staff, the Highway Safety Coordinator, and Fiscal Officer, as well as in-state and out-of-state travel and operating costs for monitoring and ensuring full compliance with project requirements and/or support activities for successful implementation of the SHSP and/or HSP. In addition, successful traffic safety programs incur direct costs that are necessary and which contribute to the success of projects and management of programs.

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety— Public Outreach and Media

Funding Sources: NDOT

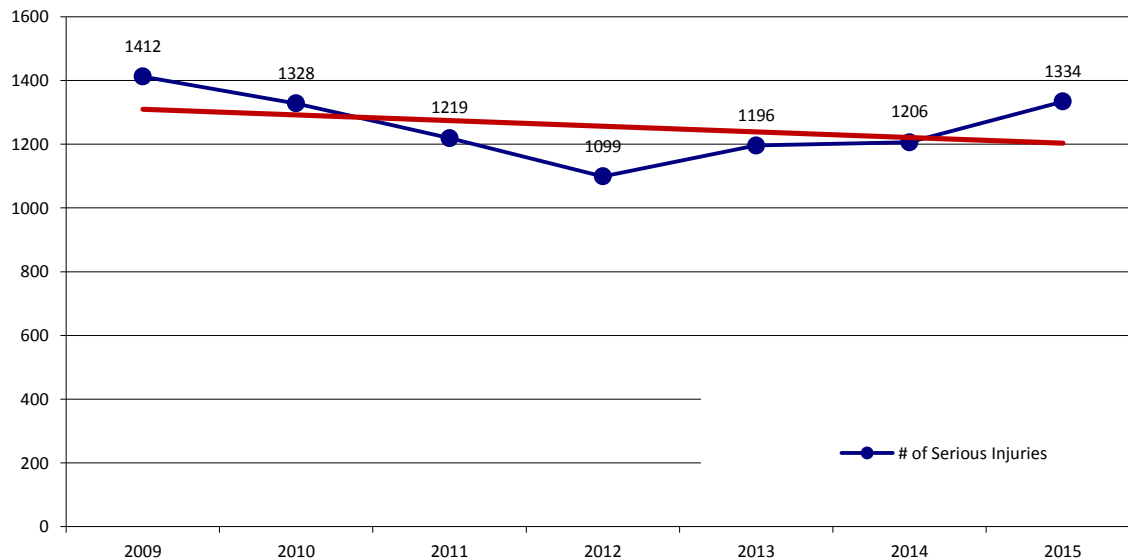
Budget: \$1,115,891.00

Obligation Percentage Spent: \$1,037,220.20 93%

The purpose of this project is to raise awareness of critical traffic safety issues 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, 4) motorcycle safety and 5) distracted driving and 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. In partnership with NDOT, a marketing and media vendor was contracted to conduct campaigns and outreach events in each of the five focus areas. A total of 121 of outreach events were conducted for FFY16.

Funding was significantly reduced in FFY17 due to a reduction of funding availability from NDOT. Therefore, the division will have to more effectively utilize advertisements on TV, radio, online, cinemas, outdoor media, outreach and educational materials to ensure the state's "Zero Fatalities" mission and messaging reaches essential target audiences.

PERFORMANCE MEASURE 2: SERIOUS INJURIES IN TRAFFIC CRASHES



The goal of this area is to reduce serious injuries on Nevada roadways. As with traffic fatalities, the Nevada Office of Traffic Safety (OTS) is addressing the factors contributing to serious injuries through a variety of efforts including a multi-jurisdictional traffic enforcement program, public awareness campaigns and education. OTS focuses these efforts on several contributing factors, most notably:

- Failure to keep in a proper lane
- Failure to yield
- Driving too fast for conditions
- Impairment, including alcohol and drugs
- Fatigued driving
- Distracted driving
- Other unsafe driving behaviors

OTS programs Joining Forces, Distracted Driving, Planning and Administration, Professional Development, the Limited Fixed Deliverable Master, Media, Outreach and Nevada Highway Patrol Outreach, as well as external programs were used to address the above behaviors.

FY 2016 Performance Target: Decrease the trending serious injury rate from the 2009 – 2013 five-year moving average of 1,251 to 1,110 by December 31, 2016.

Actual Performance: The five-year average for Nevada serious injuries from motor vehicle crashes in years 2011-2015 was 1,211.

*Official 2015 & 2016 data are not yet available.

Related Projects

TS-2016-HGhosp-00042—Humboldt General Hospital—Portable Extrication Equipment

Funding Sources: NDOT

Budget: \$30,650.00

Obligation Percentage Spent: \$30,650.00 100%

This program funded additional equipment that enhanced the current equipment's capabilities for Humboldt General Hospital. HGH EMS Rescue has invested a significant amount of money into their extrication program. They purchased state of the art equipment and attended some of the best extrication training in the nation, specifically designed to deal with high speed vehicle crashes requiring extrication. The Interstate and Highways in their response area have recently undergone reengineering of roadway shoulders. High speed vehicles are leaving the roadway shoulder and traveling greater distances into adjoining fence lines and fields.

HGH EMS Rescue proposes to purchase a state of the art battery-powered "Jaws of Life" extrication package. Battery-powered extrication tools will enable their extrication teams to access crash vehicles without being tethered to long high pressure hydraulic lines complicating the crash scene. The "Jaws of Life" package includes individual specialized cutter, spreader, rams and battery bank charger with backup batteries.

The Hurst "Jaws of Life" has been evaluated by their extrication specialist and determined to be the quickest operating application on the market. The lightweight devices are easily carried long distances without cumbersome hydraulic lines and power units. The additional equipment also increases the scene safety for rescue personnel.

With the purchase of the new equipment, HGH EMS Rescue will reduce the number of traffic crash fatalities and improve the long-term outcomes of patients in our response area by reducing the amount of time required for extrication from crash wreckage.

TS-2016-No LT Fire-00024—North Lake Tahoe Fire Protection District—Hydraulic Rescue Pump Improvement

Funding Sources: NDOT

Budget: \$34,846

Obligation Percentage Spent: \$34,846.00 100%

In 2013 the North Lake Tahoe Fire Protection District received a grant, TS-2013-No LT Fire-00141, for the purchase of updated heavy-duty hydraulic rescue equipment. These tools were purchased to improve the NLTFPD's operations at motor vehicle collisions (MVC's) by giving first responders the ability to better defeat the various high strength steels (HSS) being used in modern vehicle construction. Those tools have contributed significantly in reducing both times to not only remove persons from damaged vehicles, but to also transport them to an appropriate medical facility.

This project will continue to improve upon the purchase of those tools by upgrading the hydraulic pumps and hoses that are used to power them and allow for a higher volume of hydraulic fluid to be pushed faster, which will equate to faster tool operation, which in turn will allow for an even faster and more efficient operation, which will allow persons to be removed faster and transported to an appropriate facility for treatment.

Upon receipt of the Authorization to Proceed (ATP) the agency purchased the extrication equipment. The equipment was received and personnel were trained on the new equipment. A new policy was implemented to align with the new equipment. The equipment was placed into service and personnel receive monthly training on the equipment. During this grant cycle the North Lake Tahoe Fire District responded to 139 traffic crashes. Two of those traffic crashes involved the extrication of injured occupants.

The primary goal for this project was to reduce the amount of time it takes to extricate vehicle occupants involved in crashes by 20%. The baseline for the 20% decrease is based on historical data and previous extrication times. There were only two traffic crashes that required occupant extrication during this grant cycle. There was insufficient information to determine if extrication times were reduced by 20%. The primary objective to purchase the equipment, train personnel, and implement new policy based on equipment was met.

TS-2016-N. Lyon Fire-00073—North Lyon County Fire Protection District—Traffic Safety and Training 29

Funding Sources: NDOT

Budget: \$18,790.00

Obligation Percentage Spent: \$18,547.28 99%

This project provided equipment that improved visibility, illumination and warning signals when working a crash and provided training equipment that supported North Lyon County and supporting personnel in preparing for scene safety and efficiency. Therefore, it created a safer scene for the responders, motorists and pedestrians. The agency purchased a 6'X10' LED sign on trailer to be used for lengthy incident/crash scenes to warn motorists of delays and upcoming hazards. They also purchased florescent folding signs to warn motorist of an event. This grant also funded the training of police and fire personnel on the use of the purchased equipment and scene safety as it relates to Traffic Incident Management (TIM). The LED message board was used on several occasions during highway emergencies. When the LED message board was not being used off site, it was used daily while parked at the fire station to give traffic safety and fire danger messages to passing motorists. The agency created a policy that was signed by trained employees on the use of the equipment purchased and scene safety. One goal of the project was to reduce the number of complaints to the agency regarding traffic lane closures and traffic backups. The agency received zero complaints during this grant cycle. Another goal was to have zero injuries or deaths as a result of motorists approaching crash scenes. This goal was accomplished. Zero deaths or injuries as a result of a secondary collision.

TS-2016-DPS NHP-00126—Nevada Office of Traffic Safety—Nevada Highway Patrol- Event Overtime

Funding Sources: NDOT

Budget: \$83,145.00

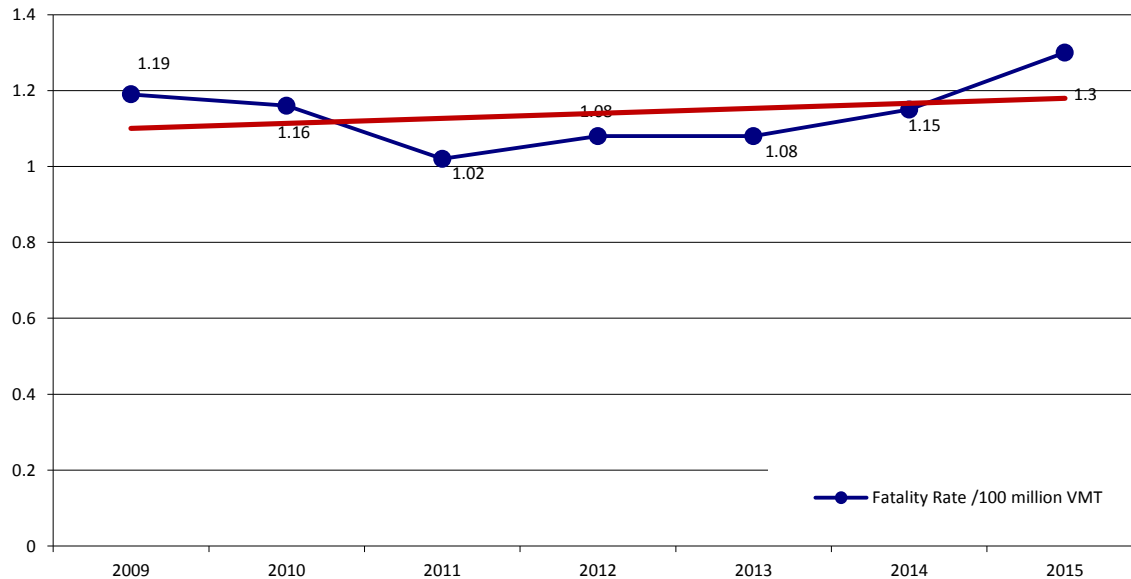
Obligation Percentage Spent: \$80,068.65 97%

This project was funded for the Nevada Highway Patrol to participate in outreach events statewide for FY16. NHP conducted public safety education and outreach events that align with media and priority traffic safety messaging using sworn officers and trained ambassadors. They work to enhance Pedestrian, Seat Belt, Impaired Driving, Distracted Driving, Motorcycle media campaigns and public education by partnering and conducting community outreach events.

During this timeframe they participated in approximately 33 overtime (OT) grant funded events and educated and or reached 30,475 people statewide. Many Nevada residents and residents of other states were able to meet and discuss traffic safety related questions with sworn officers of the NHP. The events focused on impaired and distracted driving, occupant restraint and child protective seats, pedestrian and bicycle safety including Zero

Teen Fatality events. The troopers who worked these events gave out PI& E materials, conducted educational presentations and participated in car seat installation events.

PERFORMANCE MEASURE 3: FATALITY RATE PER 100 MILLION VMT



The goal for this area is the same as that for Performance Measure One: to reduce traffic fatalities on Nevada roadways. The Nevada Office of Traffic Safety (OTS) is addressing the factors contributing to traffic fatalities through a variety of efforts including a multi-jurisdictional traffic enforcement program, public awareness campaigns and education. OTS focuses these efforts on several contributing factors, most notably:

- Failure to keep in a proper lane
- Failure to yield
- Driving too fast for conditions
- Impairment, including alcohol and drugs
- Fatigued driving
- Distracted driving
- Other unsafe driving behaviors

OTS programs Joining Forces, Distracted Driving, Planning and Administration, Professional Development, the Limited Fixed Deliverable Master, Media, Outreach and Nevada Highway Patrol Outreach, as well as external programs were used to address the above behaviors.

FY 2016 Performance Target: Decrease the trending fatality rate per 100 Million VMT by 1 percent from the 2009 to 2013 five-year moving average of 1.14 to only 1.19 by December 31, 2016.

Actual Performance: Nevada's five-year average traffic fatality rate per 100M VMT in years 2011-2015 was 1.13.

*Official 2015 & 2016 data are not yet available.

Related Projects

TS-2016-NVOTS 658-00087—Nevada Office of Traffic Safety—Fixed Deliverables

Funding Sources: 405(b), 405(f)

Budget: \$37,072.01

Obligation Percentage Spent: \$36,058.65 97%

This project provided the master funding for various Limited Fixed Deliverable (LFD) grants applied for and awarded throughout the FFY2016 year. There is no early deadline to apply for these funds, until the money has all been awarded out for the year.

Eight sub-grants were awarded through this master LFD. All purchases were made during the grant period.

Summary of sub-grants issued per GTS:

Sub-grant	Total Funded	Total Spent
LFD DOC #017 LVMP CRASH RECON	\$ 3,500.00	\$ 3,500.00
LFD DOC #021 NHP SO MC TRLR	\$ 10,440.07	\$ 10,234.51
LFD DOC #022 NLVPD	\$ 5,000.00	\$ 5,000.00
LFD DOC #023 ECFP Scene Safety Project	\$ 4,189.00	\$ 3,532.50
LFD DOC #024 NHP DRIVE Program	\$ 2,919.94	\$ 2,919.94
LFD DOC #027 LINCOSO	\$ 4,931.00	\$ 4,931.00
LFD DOC #037 LVMP-BIKE ENFORCE	\$ 2,892.00	\$ 2,861.14
LFD DOC #040 NLVCFD-CPS	\$ 3,200.00	\$ 2,827.88
Total	\$ 37,072.01	\$ 35,806.97

LFD-2016-LVMPD-00017

This grant was awarded to Las Vegas Metropolitan Police Department for Traffic Crash Reconstruction training to 6 traffic collision Reconstructionist officers. All but two officers were able to complete the training provided by Northwestern University. Unfortunately two were unable to attend due to calls requiring them to respond to in outlying areas within Clark County, and replacement attendees were not found. However, the attending detectives successfully completed the requirements to become certified. Detectives have been able to apply some of the new techniques they learned to current cases they are investigating. The training in a whole was a success.

LFD-2016-DPS NHP-00021

This was a grant to the Nevada Highway Patrol to purchase an enclosed trailer to haul 4 motorcycles. The trailer allows NHP to transport their motorcycles safely and securely. The trailer was approved to get a wrap with a motorcycle safety message. The trailer was delivered in February 2016 and then wrapped. Pictures of the final product are attached.

LFD-2016-NLVPD-00022

This grant was to allow North Las Vegas Police Dept. to purchase four Lidar speed enforcement detection devices. The units were purchased and put into operation in April 2016. Officers received training on using the new devices in December. Officers using the Lidar units purchased with this grant express that they can more accurately and safely conduct traffic speed enforcement, particularly on busy higher-speed roadways. They are able to acquire an accurate measurement of a vehicle's speed and establish selectivity of the target more reliable, allowing them more time to concentrate on safely entering the traffic flow and conduct a traffic stop.

LFD-2016-ECFD-00023 Elko County FPD Scene Safety Initiative

In the project agreement/budget it was noted that the agency would purchase 70 reflective vests and 10 28" cone kits. The agency was able to purchase personal protective equipment for all fire engines within its district. Most of the fire engines are for volunteer fire departments that do not have an operating budget and would not have the equipment if not purchased through this grant.

LFD-2016-DPS NHP-00024

The goal of the project was to expand the established program currently being used by NHP Northern Command, to the other NHP regions (Southern and Northern Command East). This goal was partially met. The NHP DRIVE program has expanded to Las Vegas, more specifically the Henderson Municipal Court. Two Troopers from Northern Command West traveled to Henderson and presented the program to the court staff. The court staff accepted the program and is now sending teenage driving offenders to the class being taught by NHP troopers in Las Vegas. The two troopers also trained several troopers from the Las Vegas office on how to present the class. The goal of expanding the program to Northern Command East was not accomplished.

LFD-2016-LiCSO-00027

This grant was to allow the Lincoln County Sheriff's Office to purchase three Kustom Signal "Raptor" radar units. Units were purchased in November and officers were certified on the proper use of the new units. Lincoln County Sheriff's Office will be tracking all of their speed related violations and providing stats to OTS.

LFD-2016-LVMPD-00037

This grant approved the purchase of two Codaxus Physics Packages C3FT v2 Standard packages.. Each package contained (2) equipment sensors, related mounting materials, and user guides. When mounted to a bicycle the unit provides a detector to accurately gauge the distance between the bicycle and passing vehicle. The electronic measuring device will remove the guess work and human error, and the bicycle operator will be able to see the exact distance between the car and the bicycle detecting violators of the 3 Foot Law.

LFD-2016-N.LyonFire-00040

North Lyon County Fire Protection District incorporated a child safety restraint educational program that included training for first responders and educators. The training was held in the fall and will include 25 professionals from various jurisdictions that respond to crashes in Lyon County and specifically the Fernley area. This increases the training in these areas from approximately five first responders to twenty first responders. It increased training in educators from 0 to 10 educated educators or day care administrators.

TS-2016-NVOTS 658-00115—Nevada Office of Traffic Safety— Law Enforcement Liaison (LEL)

Funding Sources: 402

Budget: \$80,000.00

Obligation Percentage Spent: \$67,878.18 84%

This grant funded the Law Enforcement Liaisons who interacts with the Nevada OTS, the NHTSA Regional Office and all Nevada Law Enforcement agencies to assist in developing effective traffic safety projects and policies to be implemented at the local and state level. These projects are developed to encourage law enforcement executives and other agency leaders to actively support enforcement of traffic safety laws, particularly those dealing with impaired driving, occupant protection and speed management. Activities included collaboration with judges and prosecutors; Traffic Safety Resource Planner (TSRP); Department of Transportation (DOT); officers seeking additional training; Department of Motor Vehicles (DMV) and other traffic safety advocates.

In June 2016, the division hired a second LEL to facilitate additional attention to its state, local and Tribal partners in both the northern and southern regions of Nevada. This is proving to be more effective and efficient in focus and response time as there are fewer delays and costs due to traveling to the various regional areas for face-to-face meetings.

TS-2016-UNR-00040—Board of Regents—Community Awareness Survey

Funding Sources: 402

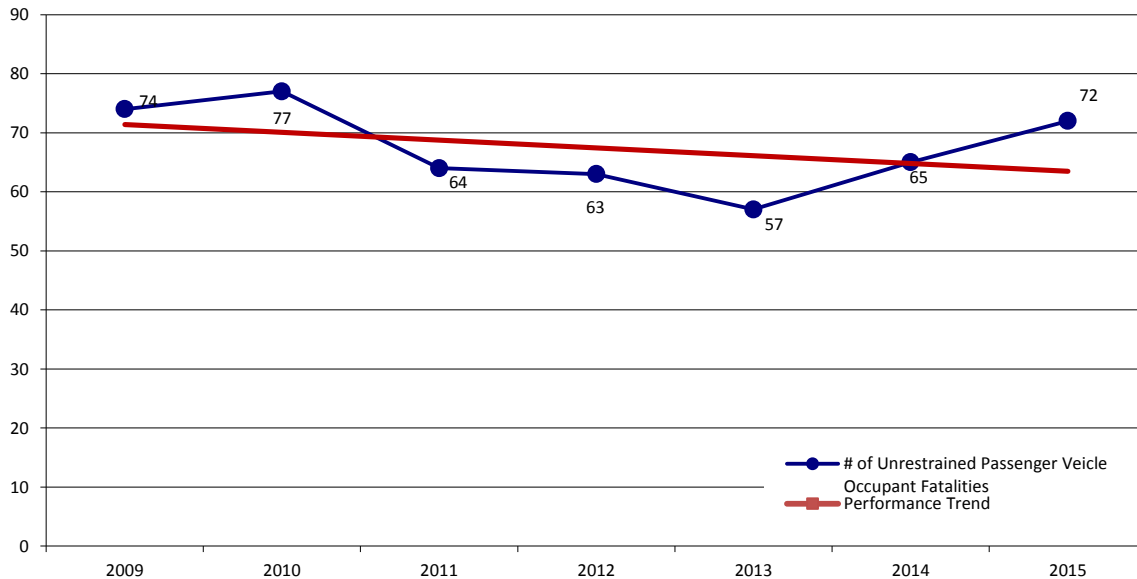
Budget: \$45,000.00

Obligation Percentage Spent: \$42,445.97 94%

This grant funded the University of Nevada Reno to provide public opinion telephone survey data to the Office of Traffic Safety regarding the public's attitudes toward key traffic safety issues (e.g., safety belt usage, impaired driving, speeding behavior, and distracted driving). The Office of Traffic safety will be able to utilize the data and recommendations from the final report for a baseline measure of community attitudes. OTS can utilize these data for internal evaluation efforts, traffic safety improvements, programming interventions and media releases to reduce traffic fatalities, injuries and crashes in Nevada, and other community education programs. The Center for Research Design and Analysis has been conducting this community attitudes survey for the Office of Traffic Safety Since 2009 and uses these data for community planning and educational outreach efforts. The OTS has detailed a longitudinal comparison using the data collected from 2010 thru 2016.

The objectives were to collect a total of approximately 400 land line surveys and 400 cell phone surveys from a representative NV sample regarding residents' attitudes toward the key issues targeted by the Office of Traffic Safety (impaired driving, safety belts, and speeding). Out of the 675 respondents included in analyses for this report, 92 came from the traditional sample of landline phone numbers and 583 came from the supplementary sample of cell phone numbers. The second objective was to determine statistically significant differences in driver demographics (e.g., driving location, age, gender, socioeconomic status, education level, vehicle type, state issuing driver's license) that may account for differential driving behavior in the Nevada population. The overall response rate was 54.1% and the cooperation rate was 91.2%.

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



The Nevada Office of Traffic Safety's Occupant Protection (OP) program addresses the importance proper utilization of occupant restraints and child passenger safety devices in motor vehicles. The OP program also provides education and awareness of Nevada's occupant protection laws. The Office of Traffic Safety provides occupant protection funding for high visibility enforcement activities as well as community based organizations which promote occupant safety in motor vehicles.

Nevada's overall observed daytime seat belt usage rate for calendar year 2015 was 92% which was above the national average. However, Nevada's observed rate has shown a steady decline since 2013. Early indications predict that this rate will drop below the national average in 2016. Nevada is currently 1 of 15 states without a primary seat belt law. Nearly 11% of Nevadans, over 318,000 people, are still not buckling up. The Center for Disease Control (CDC) lists the leading cause of death for Nevada residents ages 1 – 54 as traffic crashes. This comes in conjunction with reports from 2003 – 2012, that there were 2,213 vehicle occupants killed in Nevada. If 100% of Nevadan residents had been buckled up, 35 lives would have been saved since 2011.

The Nevada Office of Traffic Safety administers the Joining Forces program which includes 28 law enforcement agencies which actively participate in the national Click It or Ticket campaign. It is recognized as a successful countermeasure and is acknowledged by NHTSA as a model for success.

FY 2015 Target: Decrease the trending unrestrained fatality rate from the 2009-2013 average of 67 to 53 by December 31, 2016.

Actual Performance: Nevada's 2011-2015 five-year average for unrestrained fatalities was 64.

*Official 2015 & 2016 data are not yet available.

Related Projects

TS-2016-NVOTS 658-00083—Nevada Office of Traffic Safety—Program Management-Joining Forces

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

Budget: \$100,000

Obligation Percentage Spent: \$83,994.57 84%

These funds supported the Nevada Joining Forces High Visibility Enforcement program manager(s), salary, training/travel, and indirect costs. Joining Forces is Nevada's statewide multi-jurisdictional high visibility traffic enforcement program. This program fosters collaborative, high impact traffic safety enforcement initiatives year round and resulting in thousands of citations for violations and high public awareness of law enforcement.

TS-2016-NVOTS 658-00081—Nevada Office of Traffic Safety—Program Management-Occupant Protection

Funding Sources: 405(b)

Budget: \$128,445.00

Obligation Percentage Spent: \$76,112.91 59%

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

TS-2016-UNLV-00014—Board of Regents, Nevada System of Higher Education, obo UNLV—Observational Seat Belt Use Survey

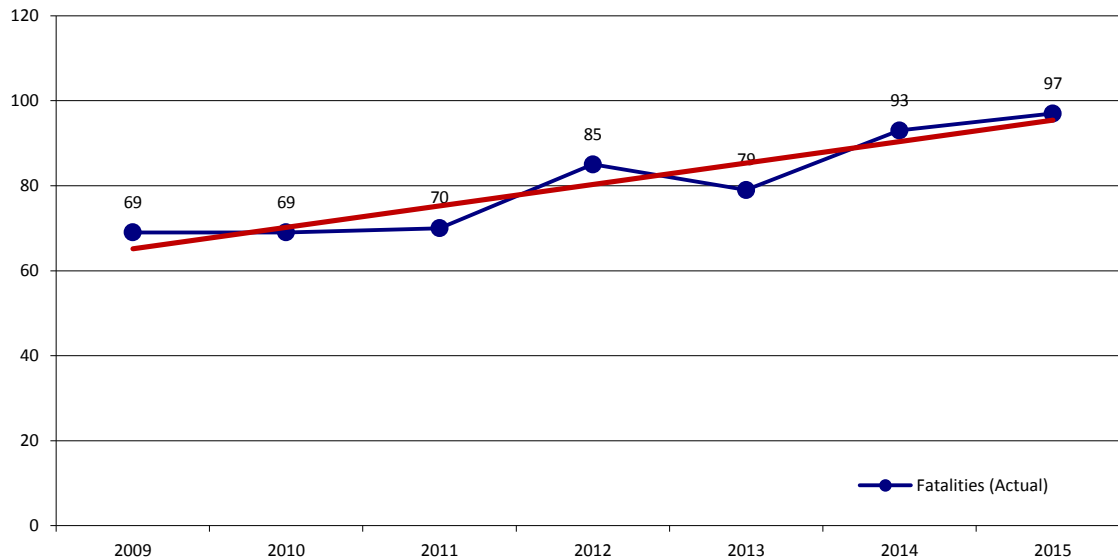
Funding Sources: 405(b)

Budget: \$90,000.00

Obligation Percentage Spent: \$89,688.26 99%

The purpose of this project was to perform the required observational surveys to determine the seatbelt usage rate in Nevada. The surveys were to take place before and after the CIOT campaign in May and June 2016, with the results analyzed and reported. During this grant year, the observational seatbelt surveys were conducted (pre campaign in April/May; and post campaign during June), results analyzed, report compiled and submitted. 117 sites were observed for 45 minutes each, totaling 87 hours of observations. The total number of observations were 10,075 (pre-campaign) and 11,387 (post-campaign) vehicles throughout Nevada. The report includes unweighted analysis on the seatbelt usage rate by driver and passenger, age groups, Nevada only vehicles, vehicle types, ethnicity, classification of streets, and counties. With the included weighted analysis, it is concluded that the weighted seatbelt usage rate was 86.81% during the pre-campaign and 89.41% during the post-campaign. The Transportation Research Center (TRC) at the University of Nevada, Las Vegas (UNLV) conducted observational surveys according to the Uniform Criteria for State Observational Surveys of Seat Belt Use.

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



The goal of this area is to reduce fatalities and serious injuries resulting from impaired driving crashes on Nevada roadways. There are three broad areas that make up the overall program for Nevada:

- Enforcement of DUI laws
- Effective adjudication through the state’s judiciary system
- Increased outreach and awareness efforts

Impaired driving fatalities have been a consistent problem in Nevada and the most common cause of motor vehicle crashes resulting in injuries and death. From 2009–2013 data, one out of every 106 drivers in Nevada was arrested for driving under the influence of impaired or a controlled or prohibited substance. This represents more than 41 impaired drivers being removed from Nevada’s roadway system each day. Due to serious penalties for impaired driving under Nevada law, many cases proceed to trial. Impaired driving cases that involve crashes are especially difficult to prove because the prosecution must prove beyond a reasonable doubt that impairment led to the incident.

Nevada is a 24/7 state with many people working graveyard shifts in both the gaming and mining industries. This is one contributor to drowsy and impaired driving on both rural and urban roadways resulting in single vehicle crashes. Impaired pedestrian crashes (with either the driver or pedestrian being impaired) are also over-represented in Nevada due to the 24/7-entertainment environment in the urban areas of Washoe and Clark Counties. Over half (55 percent) of the impaired fatalities occurred in single vehicle crashes from 2009-2013, as compared to two-thirds of impaired fatalities and serious injuries involved in single-vehicle crashes for years 2008-2012. A large portion of the impaired driving serious injuries occur in single-vehicle crashes, followed closely by angle crashes. Over half the fatalities occurred in overturn crashes.

The OTS partnership with law enforcement is critical to the success of many traffic safety countermeasures as well as the prevention of traffic-related injuries and fatalities. Law enforcement efforts such as the “Click it or Ticket” campaign and the “Buzzed Driving is Drunk Driving” DUI campaigns are key to the success of the Highway Safety Plan. Higher than anticipated population growth over the past decade outpaced Nevada’s traffic enforcement resources, human and machine alike, making this funding essential to successful traffic program.

FY 2015 Target: Decrease the trending impaired driving fatality rate from the 2009-2013 five year moving average of 74 to only 83, by December 31, 2016.

Actual Performance: Nevada’s 2011-2015 five-year average for impaired driving fatalities was 85.

*Official 2015 & 2016 data are not yet available.

Related Projects

TS-2016-NVOTS 658-00082—Nevada Office of Traffic Safety—Program Management-Impaired Driving

Funding Sources: 405(d)

Budget: \$147,000.00

Obligation Percentage Spent: \$108,658.77 74%

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

TS-2016-NVOTS 658-00090—Nevada Office of Traffic Safety—CMI Intoxilizer-Software & Maintenance

Funding Sources: 405(d)

Budget: \$17,550.00

Obligation Percentage Spent: \$17,550.00 100%

The goal of this grant was to purchase CMI Incorporated’s updated COBRA software for use at the two forensic laboratories in the state located at Washoe County Sheriff’s Office and Las Vegas Metro Police Department. CMI is the vendor for the evidentiary breathalyzer equipment owned and maintained by the state. The database software will have the ability to store data regarding the maintenance performed on the CMI Intoxilyzer 8000 evidentiary Breath Test Devices and the training of Intoxilyzer operators statewide. The database stores test results of all breath tests within the state on a secure server accessed only by the two labs in Nevada. Record retention guidelines call for misdemeanor tests to be kept a minimum of ten years and test results for felony charges to be kept for 80 years.

In past grant cycles, the lab personnel and OTS staff worked with the vendor to determine needed specifications and requirements. Once a complete quotation was received and reviewed by the Forensic Analysts of Alcohol (FAA) at each lab facility to ensure that it met all of the Labs’ requirements, the Purchasing process was initiated. A contract was issued to CMI to provide onsite training for the WCSO and LVMPD forensic lab FAAs after installation at each forensic facility in August 2016.

This software project provides a database for tracking maintenance of the equipment used for the evidentiary breath test machines used for impaired driving investigations in the State of Nevada.

TS-2016-NVOTS 658-00088—Nevada Office of Traffic Safety—Impaired Driving- Judicial Training and Professional Training

Funding Sources: 405(d)

Budget: \$20,000.00

Obligation Percentage Spent: \$9,071.55 45%

This grant is an ongoing project providing funding for training opportunities that address Nevada's DUI laws and impaired driving cases for Nevada's Traffic Safety Resource Prosecutor (TSRP), prosecutors, and judges. Funding was available for travel and related expenses to attend conferences, seminars and workshops, or to provide speakers at breakout sessions at annual meetings and special events that cover the critical areas of prosecuting and adjudicating impaired driving cases.

Activities included working with the AG's Office and the Administrative Office of the Courts (AOC) to help provide training opportunities on impaired driving prosecution and adjudication as well as to promote DPS-OTS, so that judges and prosecutors are aware of potential assistance and resources available to them in the impaired driving discipline. Other networking opportunities provided additional contacts to add to a monthly distribution list for the purpose of disseminating impaired driving updates from NHTSA or other industry sources. In December 2015 the Office of the Attorney General held a statewide meeting of the General Advisory Council for Prosecuting Attorneys. The Impaired Driving Program Manager attended the meeting to advise the group about available training and education funds.

In coordination with the Administrative Office of the Courts (AOC), three judges were able to attend the 2016 Traffic Court Seminar in New Orleans sponsored by the American Bar Association and promoted by NHTSA. It was open to judges as well as prosecutors. Sessions included Evidence Issues in Traffic Court, Electronics in Impaired Driving Detection, No Refusal Basics, Cannabis and Driving, 24/7 Sobriety Program, Staggered Sentencing, Computerized Assessment and Referral System (CARS): Screening for Mental Health Issues among DUI Offenders, and DWI Courts. OTS also sent the Nevada TSPR to attend the "Colorado, Two years later Training Conference for law enforcement."

OTS assisted the AG's Office in obtaining speaker, Chris Halsor, a Colorado Prosecutor for the "Prosecuting the Drugged Driver: A Trial Advocacy Workshop", which focused on the prosecution of chemically impaired driving cases. Topics included: Drug Recognition Evaluation: program, field tests and use of DRE certified experts; Toxicology: drug categories, common user signs and symptoms, testing techniques; Trial advocacy sessions, Common challenges and defense arguments. 23 prosecutors and DUI Court professionals attended.

TS-2016-NVOTS 658-00089—Nevada Office of Traffic Safety—Traffic Safety Resource Prosecutor (TSRP)

Funding Sources:

Budget: \$10,000.00

Obligation Percentage Spent: \$0.00

This grant was merged with TS-2016-NVOTS-658-00088 as the purpose and objectives of both grants were identical. Please refer to TS-2016-NVOTS-658-00088 for more information.

TS-2016-UNR-00043—Board of Regents, Nevada System of Higher Education—Do the Ride Thing

Funding Sources: 405(d)

Budget: \$46,896.00

Obligation Percentage Spent: \$39,051.97 83%

The “Do the Ride Thing” campaign was originally designed in the previous grant cycle as an impaired driving prevention effort and to create a volunteer based safe ride/designated driver incentive program for students that had been drinking. Impaired driving prevention concentrated on reducing the incidences of impaired driving by young adults and students, by providing information on alternate forms of transportation and encouraging the use of designated drivers at sporting events and other university special events.

Funding also provided a SHIFT education program which stands for Student High Risk Interventions for First Time (alcohol violations). High risk students with high BAC alcohol violations were referred to the Office of Student Conduct regarding alcohol policies, specifically repeat offenders. Between fall semester 2015 and fall semester 2016, a total of 58 students were sanctioned to complete the SHIFT education program with 88.67% of those students completing the SHIFT requirements. The remaining students have until the end of the semester (mid December 2016) to complete the program. Student Conduct felt the participation levels were successful.

Another goal was to conduct at least two cooperative enforcement operations with UNRPD and Reno CODE Enforcement to reinforce underage drinking laws and Social Host Ordinance compliance. A total of 7 joint enforcement events were conducted during the grant period. Officers and Reno Code Enforcement responded to 8 house parties during these events. UNRPD issued an average of 4 minor in possession citations per party and Reno Code gave verbal warnings to all property owners. The enforcement also led to a meeting with an entire apartment building housing mostly UNR students to discuss Code Enforcement rules for property owners and renters.

Grant funding was also shifted to focus on an impaired driving PSA media campaign to continue the ride share messaging in the local community. The PSA ran in five different theatres on 74 total screens during May, August and September for an estimated viewership of over 300,000, not including the bonus views on lobby monitors in all five theatres. In addition to the PSA, they also ran an online ad in the student newspaper during the first four weeks of the fall semester which reached between 4,000 and 5,000 readers.

TS-2016-NVOTS- 658-00109—Nevada Office of Traffic Safety—24/7 Impaired Driving Implementation

Funding Sources: 405(d)

Budget: \$5,000.00

Obligation Percentage Spent: \$2,072.42 41%

This project funded the implementation of a pilot program at one court in Washoe County of the 24/7 Sobriety Program for pre-trial DUI defendants and DUI offenders as part of their sentence. This project focused on reducing arrests for DUI while awaiting trial and reducing recidivism among DUI offenders. Outcomes of the project will be used to determine feasibility of expanding beyond the pilot court to other courts in Nevada. The goals and Objectives for this project are outlined for the 24/7 pilot program and do not specifically address travel. Within the Agreement Budget the travel is described to allowed for personnel to attend the annual 24/7 sobriety summit. Two employees from Catholic Charities traveled to Seattle, Washington to attend the 2016 annual 24/7 sobriety summit. The project director also traveled to Las Vegas to present the 24/7 Sobriety program at the Nevada Traffic Safety Summit.

TS-2016-NVOTS- 658-00108—Nevada Office of Traffic Safety—DPS Training Division: ARIDE

Funding Sources: 405(d)

Budget: \$10,000.00

Obligation Percentage Spent: \$8,545.53 85%

This project increased available opportunities for law enforcement officers in Nevada to obtain Advanced Roadside Impaired Driving Enforcement (ARIDE) training and certification, contract with ARIDE instructors, obtain class space and course materials and ensure that all Nevada law enforcement agencies (LEA's) know of its availability.

The goal of holding 6 ARIDE classes and training 90 officers was exceeded. There were a total of 13 ARIDE classes held and 192 officers trained. There was also a secondary goal of establishing a baseline of the number of officers trained in ARIDE. That baseline has now been established at 192. The procurement of supplies for this project was solely the printing of the Advanced Roadside Impaired Driving Enforcement (ARIDE) student manuals and instructor manuals. The project director ultimately used Nevada State Printing to perform the task of printing the manuals. This was somewhat of a problem as the costs of the manuals far exceeded estimation. The costs for the student manuals were nearly half of the total funding for the project. Future projects for ARIDE training will look for innovative ways to cut those costs. Claims and progress reports were submitted on time. As a result of this funding there were 192 officers trained in ARIDE. There were multiple reports back to project director of officers recently trained in ARIDE making arrests for DUI Drugs that would not have been made prior to the training. The officers trained were from the following agencies:

- Nevada Highway Patrol
- Carson City Sheriff's Office
- West Wendover Police Department
- Elko Police Department
- Tuole County Sheriff's Office
- Nye County Sheriff's Office
- Eureka County Sheriff's Office
- Nevada Parole and Probation
- Douglas County Sheriff's Office
- Storey County Sheriff's Office
- Nye County District Attorney's Office
- Las Vegas City Attorney's Office
- Nevada Department of Wildlife
- Salt Lake City Airport Police
- Lovelock Police Department
- Humboldt County Sheriff's Office
- Winnemucca Police Department
- Clark County School District Police Department
- Las Vegas Metro Police Department
- Churchill County Sheriff's Office

TS-2016-LVMPD-00004—Las Vegas Metropolitan Police Department—DUI Van Program

Funding Sources: 405(d)

Budget: \$104,268.00

Obligation Percentage Spent: \$101,618.43 97%

This grant funded LVMPD's DUI vans that continue to be extremely useful tools for processing and arrests of impaired drivers on Southern Nevada roadways. This year the vans were deployed on almost every weekend to assist patrol officers. The DUI vans were an essential part of several DUI checkpoints. During the checkpoints the vans were stationary, acting as an office/processing center. The vans also supported community and special events, like the Las Vegas Marathon, NASCAR races, and Electric Daisy Carnival. During these deployments the vans stayed highly visible and proactive, acting both as a deterrent and an enforcer of Nevada's impaired driving laws. Additionally, the vans participated in community events, like National Night Out and LVMPD's Traffic Roadshow. During the Traffic Roadshows the vans are utilized as an educational tool, demonstrating the capabilities of LVMPD and educating citizens on the perils of drunk driving. Citizens recognize the vans when they see them, underlining the effectiveness of the vans as a deterrent of drunk driving and as a very effective public relations tool. LVMPD has two vans, which stay busy and fully utilized. These grant funds allowed LVMPD

to work additional details, testing 511 drivers for impairment, and 298 of those drivers were processed and arrested.

Objectives and Goals were well executed. The goal was to reduce alcohol related traffic fatalities by 10% (37 in 2015). There are 39 in 2016 (YTD). Even though the number is higher than we'd like, LVMPD successes with these grant funds includes the testing of 511 drivers, the removal of 298 DUIs off the road, in addition to the numerous community events and educational opportunities.

This project has been in existence for many years and continues to provide excellent results. Not that a price can be put on saving a life, however, this grant is a great investment of OTS funds: total spent \$101,618/298 arrests = \$341 per DUI taken off the road, not to mention those tested for impaired driving and the community outreach/education. This project should definitely be funded in future grant years, in fact, funding should be increased.

TS-2016-DPS NHP-00050—DPS-Nevada Highway Patrol—DUI Enforcement Saturation Patrols

Funding Sources: 405(d)

Budget: \$250,000.00

Obligation Percentage Spent: \$249,999.33 99%

This grant was awarded to fund overtime hours for officers to work DUI enforcement, statewide, in an effort to reduce the number of DUI related crashes and fatalities, and increase the number of DUI related arrests.

This DUI Enforcement Saturation Patrols Grant covered the three primary command regions of the state (South, Northwest, and Northeast). Statistics include officers working overtime shifts during scheduled events, as well as statistics generated by officers during their regularly scheduled work day (claimed as match).

Statewide there were 486 DUI arrests made while working overtime and regular shifts during scheduled events for this grant. 394 of those arrests were made in the Southern Command Region, which is 81 percent of the total. Many other citations were issued for both moving and non-moving violations alike, including 2,270 speed violations and 218 cell phone violations, both of which are frequent contributing factors crashes.

There were 220 other non-DUI arrests made during these events as well. Statistics notated in the Other Arrests Made category under Fugitives include those subjects arrested on Misdemeanor, Gross Misdemeanor and Felony warrants.

TS-2016-LVJC-00009—Las Vegas Justice Courts—Las Vegas Justice DUI Court

Funding Sources: 405(d)

Budget: \$80,000.00

Obligation Percentage Spent: \$79,999.94 99%

This grant provided partial funding for the DUI Treatment Court's Program Coordinator. The Court offers a comprehensive treatment program for misdemeanor DUI offenders, operating under the 10 Key Components of National Association of Drug Court Professionals (NADCP). The goal of the program is to reduce incidents of impaired driving and lower recidivism rates by providing access to treatment services, court supervision and requiring accountability from program participants through the use of alcohol and drug monitoring technology, random observed alcohol and drug testing, house arrest and the use of timely and appropriate sanctions for non-compliance.

Program activities were designed to increase effectiveness and expand community awareness of the treatment options available to DUI Offenders. Potential program participants were given substance abuse and mental

health assessments to determine the nature and extent of their disorders and related issues then referred to appropriate levels of care and other community resources. The Program works primarily with three different counseling agencies to provide treatment for program participants and a broad range of other agencies to provide alcohol detection devices, community supervisor, and automobile interlock devices. Additionally, referrals are made for housing assistance, employment and job readiness opportunities, and educational services.

During the project period, the Coordinator managed 177 cases, which included 82 new program participants and 95 continuing participants from FY 2015. This year's graduate rate was 75% compared to 70% the previous year. The Presiding Judge and Court Coordinator worked with the Clark County Office of the District Attorney, sentencing judges and other county departments to add participants. Court Education's evaluations increased from 4 to 15 per month, for a total of 105 during the year. Most were determined to have alcohol use or abuse disorders and were referred into the DUI Treatment Court Program resulting in program expansion.

The Program strives to establish the importance of addressing impaired drivers at the misdemeanor level rather than waiting until there is a serious injury or fatality. The Program met with the District Attorneys to gain support and commitment to working with the court and has received more referrals. The Program expanded its outreach efforts by emailing program brochures explaining the benefits of the DUI Treatment Court Program to private attorneys and the Public Defenders. Calls from attorneys who have received these emails has increased and has resulted in more negotiated cases.

Program participants pay all the costs associated with treatment and drug testing which range from \$2,750 to \$3,500. Those potential program participants without funds to afford treatment are incarcerated, which does not address the substance abuse disorders.

TS-2016-WC 2nd Jud Ct-00058—Washoe County Second Judicial District Court—Felony DUI Court

Funding Sources: 405(d)

Budget: \$20,000.00

Obligation Percentage Spent: \$20,000.00 100%

The overall goal of this project is to reduce DUI recidivism and to provide for a safer community. During this grant cycle there were 29 persons that were convicted of felony DUI that entered the program. There were 46 participants discharged during this grant cycle. There were 37 participants that successfully graduated from the program and 9 were involuntarily removed. Since the program's inception there have been there have been 246 successful graduates. The recidivism rate of the successful graduates continues to be approximately 3%. During this grant cycle there were NO successful graduates that reoffended for DUI.

During this grant cycle there were 29 new participants that entered the program. There were also 37 graduates of the program. Nine other participants were released from the program for reasons other than being re-arrested for DUI. In most cases, if a participant is involuntarily removed from the program they are sent to prison, as this program is in lieu of a prison sentence. The process from inception to graduation for participants takes a minimum of 3 years. During this grant cycle there were no graduates that re-offended for DUI. Since the program began in 2009 there have been 264 successful graduates. The DUI recidivism rate of the graduates remains approximately 3%. There were also 18 participants set up with Breath Interlock Devices.

TS-2016-CC District Court-00023—Carson City District Court—Felony DUI Court

Funding Sources: 405(d)

Budget: \$50,000.00

Obligation Percentage Spent: \$50,000.00 100%

This grant provided partial funding for a DUI Case Manager for the Carson City District Court to manage the Felony DUI Court and the Misdemeanor Treatment Court, as well as three DUI II cases with the Mental Health Court. Each specialty court follows the Ten Guiding Principles of DUI Courts. The Case Manager participates in team meetings as a liaison between treatment providers, supervising officers and the courts, as well as coordinates counseling, court appearances, and random color-coded alcohol/drug testing for participants. The Program collaborates and shares case management resources with the Carson City Mental Health court in order to provide supervision to all misdemeanor participants.

During the grant cycle, the Felony DUI Court administered 853 drug and/or alcohol tests for the DUI Diversion Program, 2711 tests for Misdemeanor Treatment Court participants and 1426 tests for the Mental Health Court participants. Failures to report for testing result in possible court sanctions. Ignition Interlock devices are required for participants with restricted licenses for the entire length of the 3 year program which include cameras to ensure participant compliance. SCRAM X alcohol monitoring devices are used during the 180 day House Arrest period at the beginning of the DUI Diversion program.

The agency continues to provide officers that attend the DUI Victim Impact Panel to test attendees for sobriety, furthering public safety.

The Felony DUI Program had 19-20 active participants throughout the project period with expectations for the number to remain stable in future years. They added six participants to the program this year, while four graduated, three were discharged due to non-compliance, and one transferred to another jurisdiction. One previous graduate was re-arrested for a DUI offense in another jurisdiction and was sentenced to prison. Overall, the program is a success in participants gaining sobriety despite these cases of recidivism.

The Misdemeanor Treatment Court, which targets second DUI offenders between ages 18-24, increased participation from one case on the docket to 55 participants at the end of the grant period. Addressing the impaired driving and substance abuse problems that underlies recidivism earlier is an effective preventative measure in reducing impaired driving injuries and fatalities in Carson City.

They are considering implementation of a 24/7 Sobriety model for drug/alcohol testing over the next year to provide expanded services to address impaired driving.

Overall this grant facilitates a vital program in the community that is instrumental in the battle to reduce impaired driving recidivism. The Carson City DUI Court program provides valuable substance abuse treatment to offenders convicted of felony and misdemeanor DUIs and supports the Zero Fatalities focus to reduce the number of alcohol-related injuries and fatalities.

TS-2016-DAS DUI Diversion-00027—Douglas County Alternative Sentencing—Douglas County DUI Diversion Program

Funding Sources: 405(d)

Budget: \$31,000.00

Obligation Percentage Spent: \$31,000.00 100%

The partial grant funding was used for the DUI Diversion Caseworker to hold felony DUI program participants accountable to program rules to reduce the chances of an additional DUI for a period of two years after completion of the three year program. The Caseworker prepared bi-weekly reports to the DUI Court team that included violation reports such as missed, diluted and/or positive test results, missed AA meetings or counseling appointments or driving without an interlock. The DUI Court issued sanctions for non-compliance which often included jail time. The Program adhered to the Ten Guiding Principles for DWI Courts.

During the grant period the Caseworker managed a caseload for 19-23 participants who received individual assessments, case review, random screening for drugs and alcohol, and monthly consultations to assist with financial budgeting, verifying job searches, accessing available community resources, and needed encouragement to become productive members of the Douglas County community where they understand the repercussions of drinking and driving. The Caseworker closely monitored monthly ignition interlock reports for 18 participants. There were five new participants this year, four graduates, one transfer out of the jurisdiction and three program terminations for violations.

The goals of the program were accomplished. No participants received a subsequent DUI within two years of graduating from the program and they reduced the number of participants who violated out of the program from 50% to 15%. NHTSA identifies DUI Courts as a proven counter measure in the battle to reduce impaired driving recidivism. The Douglas DUI Court program provided valuable substance abuse treatment to felony offenders in their community and supported the Zero Fatalities focus to reduce the number of alcohol-related injuries and fatalities.

Grant funding won't be needed next year. Douglas County's DUI Diversion Program was approved to continue with tax payer support in the county budget. It became self-sufficient due to quarterly presentations to other agencies on the efficient use of funds and safety to the community.

TS-2016-Frontier Community Coalition-00007—Tri-County—Impaired Driving Awareness Program

Funding Sources: 405(d)

Budget: \$16,000.00

Obligation Percentage Spent: \$14,589.93 91%

This project provided the opportunity for the Frontier Community Coalition (FCC) to communicate and conduct outreach to inform the public of the dangers of impaired driving and establish positive social norms in an attempt to make impaired driving unacceptable. FCC used strategies that included 50 media spots in newspapers and TV advertising, and several commercials on local TV Channel 14 on the dangers of impaired driving. FCC conducted 21 Local Community Coalition meetings serving 672 total attendees and one DUI scenario to educate the community. The Program supported four school events serving 1778 students including "Every 15 minutes", a "Multi-Media" Presentation, a "DUI Scenario" and FCC contract with Winnemucca Police Department to conduct 'The Truth about Drugs' in all three counties.

The Program strives to reduce youth drinking beginning in the early teenage years and continuing into adulthood, and decrease the number of youth that reported drinking and driving in the past 30 days, it is unknown why this year the percentage actually increased from 9.2% to 11.5%

FCC used the "Fatal Vision" program at 14 community events serving 3,722 people to educate community members of the dangers of drinking and driving. FCC conducted three "Responsible Beverage Service" trainings in Pershing County for 38 people. Responsible beverage service covers a range of alcohol sales policies and practices that prevent or discourage restaurant and bar patrons from drinking to excess or from driving while impaired by alcohol. Server training programs teach servers how to recognize the signs of intoxication and how to prevent intoxicated patrons from further drinking and from driving. FCC partnered with Law Enforcement to conduct Alcohol Vendor Compliance Checks.

TS-2016-NYE Comm-00097—Nye Communities Coalition—Impaired Driving Prevention

Funding Sources: 405(d)

Budget: \$31,450.00

Obligation Percentage Spent: \$14,806.50 47%

This grant funding provided for Nye Communities Coalition (NyECC) staff time and travel expenses to increase awareness and education about the risk and harm related to alcohol or drug impaired driving in support of Zero fatalities. They provided individual trainings, education, information and collaboration on impaired driving issues for adults and youth in rural communities within Nye, Lincoln and Esmeralda counties. Social media efforts included NyEE's monthly newsletter to over 700 people per month, the NyECC Facebook page, website and community announcements.

The coalition's relationship with the school district allowed information distribution to youth and their families. Staff attended various local community and school events during the project year and partners with more than 35 other organizations. The DUI simulator and fatal vision goggles were used special events such as the annual Back to School Fair in Pahrump, with an attendance of about 1,000 and the Top Gun Driving Challenge at Spring Mountain Motor Resort & Country Club to 300 people.

The program provided alcohol server training to agencies and organizations selling alcohol at special events as well as to local businesses for servers and bartenders to reduce underage drinking. It also collaborated with local law enforcement agencies on compliance checks

TS-2016-RJC-00130 Reno Justice Court

Funding Sources: 405(d)

Budget: \$45,000.00

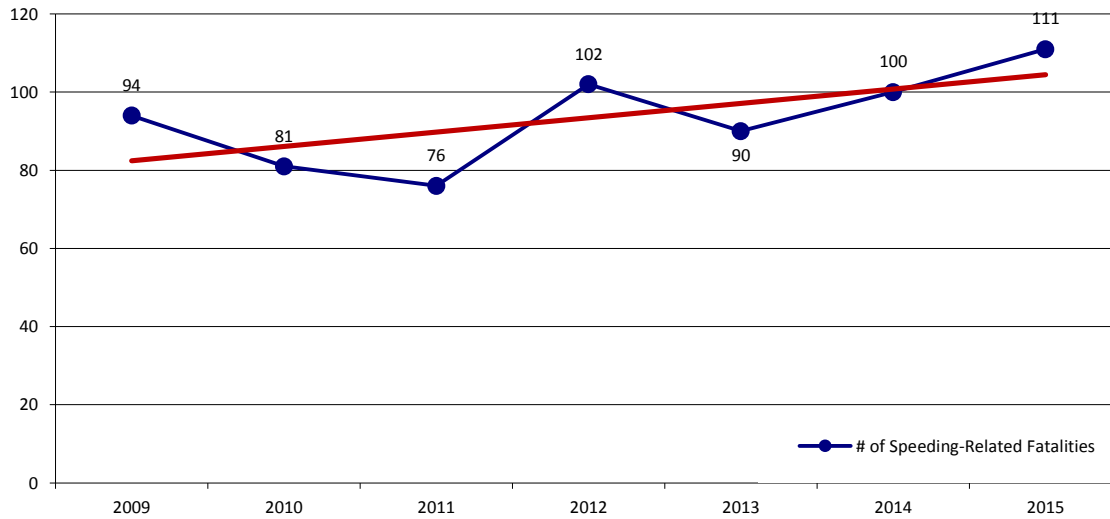
Obligation Percentage Spent: \$40,059.98 89%

This pilot program was funded to reduce impaired driving and therefore reduce the number of alcohol and drug related fatal and serious injury crashes. This will always remain the goal of the program however it has been identified that measuring this goal as written is very difficult. The program manager met with the agency to work on establishing more measurable goals for the 2017 grant cycle. The fact that DUI recidivism remains difficult to measure as a whole, the agency will be able to easily measure DUI recidivism amongst the participants in the program. Reducing the DUI recidivism amongst participants will no doubt reduce the overall number of repeat DUI offenders.

The programs preliminary results are very promising as it relates to participants in the program remaining sober. The program is currently running with approximately 125 participants testing twice a day. The success rate is continually in the 99% range. As the program grows in the number of participants it is anticipated the number of repeat DUI offenders will be reduced.

In the 2017 Nevada Highway Safety Plan, Performance Measure 5 states as a target "Decrease the upward trend so that the 2010–2014 five-year moving average of 79 impaired fatalities is 95, which is less than the projected 96 impaired fatalities, by December 31, 2017". The 2016-2020 Nevada Strategic Highway Safety Plan states the following: "Eliminate repeat DUI offenses through successful existing programs and innovative new programs". Twice a day testing (24/7 program) has proven very successful in other States that have implemented the program in reducing DUI recidivism.

PERFORMANCE MEASURE 6: SPEEDING RELATED FATALITIES



Speed has consistently been an indicator in serious and fatal crashes in Nevada, represented at least 33 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 in determining the site locations for stepped-up enforcement of traffic laws in their jurisdiction. For instance, this recent data review led to three additional pedestrian enforcement events being conducted in early CY2015 as pedestrian crashes had spiked significantly in Nevada's urban areas in a few short months.

Between 2009 and 2013, 197 speed-related fatal crashes took place. In 2013, 97 speed related crashes occurred, 54 of those speeding drivers survived the fatal crash with the remaining 43 drivers killed along with 17 passengers. Of the 97 speeding drivers, 85 were male. The 20- to 24-age group had the highest number of speeding related fatalities. Approximately 64 drivers had valid Nevada licenses; 19 were out of state and 14 had a suspended, revoked, or non-valid driver's license.

The Nevada Office of Traffic Safety (OTS) collaborates with state and local law enforcement agencies to provide an efficient and effective Police Traffic Services program. The objective of the program is to assist Nevada law enforcement agencies in enforcing traffic laws, preventing crashes and deaths, assisting the injured, documenting crash and citation data, supervising road cleanup and restoring safe and orderly movement of traffic in a timely fashion.

FY 2016 Performance Target: Decrease the trending speed-related fatality rate from the 2009-2013 five-year moving average of 88 to only 92 by December 31, 2016.

Actual Performance: Nevada's 2011-2015 five-year average for speed-related motor vehicle fatalities was 96.
*Official 2015 & 2016 data are not yet available.

Related Projects

TS-2016-StCSO-00101—Storey County Sheriff's Office—"ProLaser" Radar Units

Funding Sources: 402

Budget: \$3,988.00

Obligation Percentage Spent: \$3,988.00 100%

This project provided funding to outfit two new Storey County Sheriff patrol vehicles with ProLaser 4 bundles to better enforce speed violations throughout the County. The overall goal was to decrease the number of traffic crashes through the increase of traffic enforcement. The agency had not participated in Joining Forces in the FFY2015 grant year. This year's objectives were to increase their participation in Joining Forces events, to increase the total number of speed citations by 20% and to decrease the number of vehicle crashes by 10%. The addition of the two ProLaser bundles enabled the Storey County Sheriff Office to have all of their patrol units capable of conducting speed enforcement. The year-end data shows the agency participated in five Joining Forces events resulting in 59 stops and 71 citations during those events.

TS-2016-EuCSO-00028—Eureka County Sheriff's Office—Radar Units

Funding Sources: 402

Budget: \$5,697.00

Obligation Percentage Spent: \$5,697.00 100%

This program was funded for the Eureka County Sheriff's Office to equip three patrol vehicles with radar units. This will enable their officers while on duty to enforce traffic control and safety within Eureka County. Their radars that are currently being utilized are antiquated and not easily repaired or calibrated.

The Eureka County Sheriff's Office purchased three radar units on October 9, 2015. They received a radar on October 15, 2015 and two radars on October 26, 2015. They installed the radars on November 30, 2015. They were unsuccessful in meeting their goal of increasing speeding citation by a minimum of 5% each quarter throughout the grand period though their officers strived each month to meet this increased goal. They issued a total of 94 speeding citations in 2016 compared to 169 in 2014. Two stepped-up speeding enforcement events were performed each quarter throughout the grant year in hopes of reducing the number of speed related fatalities. They had a total of 45 vehicle crashes in 2016 compared to 46 in 2014. They had two fatal crashes in 2016 compared to three in of 2014. The Eureka County Sheriff's Office will continue to utilize the radars received through this grant to address speeding violations and fatalities in the future.

TS-2016-RPD-00068— Reno Police Department —Faro Focus 3D-X330 Laser

Funding Sources: 402

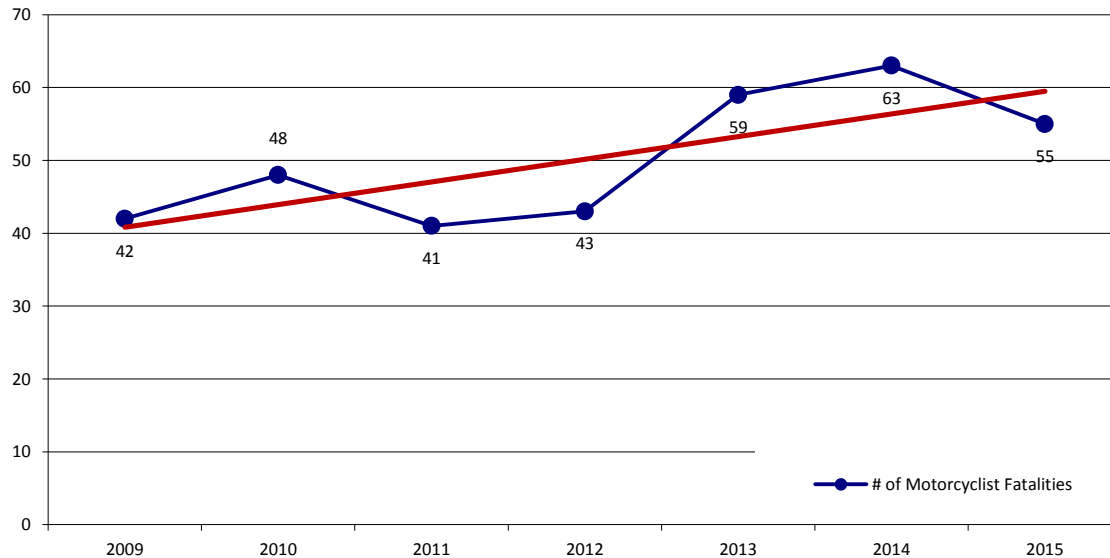
Budget: \$65,448.00

Obligation Percentage Spent: \$65,448.00 100%

This project had three goals. The first goal was to purchase the equipment and get all traffic detectives trained to use the equipment. This goal was met. The equipment was purchased and the training was completed in January 2016. The second goal was to reduce the amount of time it takes to document the evidence at a crash scene therefore reducing the amount of time officers spend at a crash scene by 25%. The average amount of time an officer spends at a crash scene has been reduced by 66% to 77% or 8 to 14 hours. This is vital because it releases the officers to concentrate on other traffic duties; it reduced the amount of time that roadways are closed and the risk of officers working in the roadway, and reduces the possibility of secondary collisions as a result of the roadway being closed. The third goal was to enhance documentation to assist in more effective

prosecution. To date, there have been no cases that have reached the courtroom. The equipment was used for approximately 20 cases during this grant cycle.

PERFORMANCE MEASURE 7: NUMBER OF MOTORCYCLIST FATALITIES



During FFY 2015, the Motorcycle Critical Area Emphasis Team implemented four strategies to reduce motorcyclist fatalities and serious injuries:

1. Increase targeted enforcement and public education programs for high risk behaviors and yielding to motorcycles
2. Increase the percentage of motorcyclists that are trained and licensed
3. Improve motorcycle-friendly roadway design, traffic control, construction and maintenance policies and practices
4. Increase crash survivability through appropriate protective gear and improved emergency response.

The Program for the Education of Motorcycle Riders (Nevada Rider Motorcycle Safety Program) is primarily funded through a six dollar registration fee on street motorcycles. Additional funding comes from course fees for motorcycle safety classes held in rural areas of the State and from a NHTSA motorcycle safety highway grant. Several noteworthy activities were undertaken in 2015 to further the reduction of motorcyclist fatalities and serious injuries. During the biennial Department of Transportation/Office of Traffic Safety 2015 Safety Summit, the Nevada Rider Motorcycle Safety Program held its first ever Motorcycle Safety Forum. This event drew 140 attendees to hear experts speak on various motorcycle safety topics during the Department of Transportation/Office of Traffic Safety 2016 Safety Summit, the Nevada Rider Motorcycle Safety Program held its second Motorcycle Safety Forum. This four hour event held just prior to the Safety Summit drew approximately 120 attendees to hear four speakers on various motorcycle safety topics. Topics included: The Future of Motorcycle Safety, Snell Helmet Standards and Testing, Fatal Motorcycle Crash Reconstruction and, by columnist Ken Condon, "Mistakes Made, Lessons Learned".

An updated motorcycle training curriculum was adopted by the Nevada Rider Motorcycle Training Program in 2014.—This updated Motorcycle Safety Foundation curriculum provided for additional classroom time to address rider judgment and proper decision making. As of April, 2016 100% of the training providers in Nevada have transitioned to the updated curriculum.

The Nevada Rider Motorcycle Safety Program continues to work closely with the Nevada Department of Transportation (NDOT) to jointly address motorcycle safety issues and projects. Specifically, NDOT has provided staff support for motorcycle safety outreach and administrative support for the Motorcycle Safety Critical Area Emphasis Team.

FY 2016 Performance Target: Decrease the trending motorcyclist fatality rate from the 2009-2013 five-year moving average of 46 to only 54 by December 31, 2016.

Actual Performance: Nevada’s 2011-2015 three-year moving average of motorcyclist fatalities was 52.

*Official 2015 & 2016 data are not yet available.

Related Projects

Related Projects

TS-2016-NVOTS 658-00076—Nevada Office of Traffic Safety—Program Management-Motorcycle Safety

Funding Sources: 2010, 405(f)

Budget: \$148,317.87

Obligation Percentage Spent: \$122,617.47 83%

This grant project provides funding for the management and operating costs for the DPS-OTS motorcycle safety program in the FFY 2016 Highway Safety Plan. This grant provides funds for direct program management and direct costs incurred for the MC program by professional and administrative staff that relate to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of projects within all program areas.

Motorcycle fatalities have declined from the previous year’s high of 63 in CY2014 to 55 in CY2015. However, indications are that multi-vehicle crashes result in over 55% of total motorcyclist fatalities. Of these multi-vehicle crashes approximately 40% of the time the other vehicle driver was at fault. This data dictated additional media dollars be spent for “Share the Road” advertising directed at motorists.

This funding was allocated to statewide media campaigns during the months of June and September, 2016. Drivers age 25-64 were targeted with the message to “Look Twice, Save a Life”. Radio, Digital, Social Media, Billboards, Gas Pump Videos and Added-Value impressions totaled 31,655,185 for the two campaigns.

Motorcycle Safety Training and Outreach

TS-2016-NVOTS-658-00134

Funding Sources: 2010

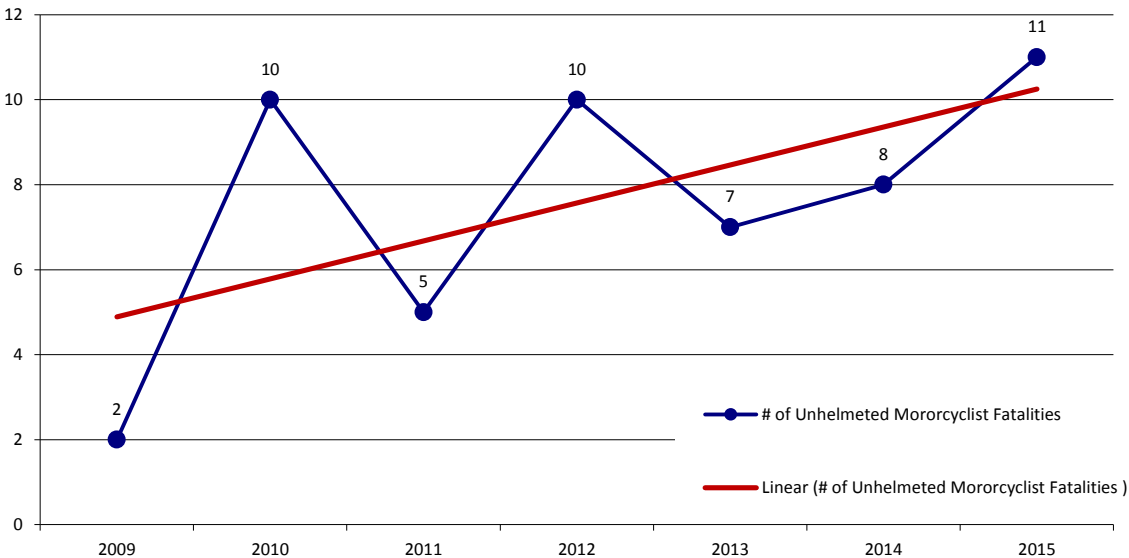
Budget: \$54,075.00

Obligation Percentage Spent: \$54,075.00 100%

This grant funding was allocated for activities and purchases to improve motorcyclist safety training curricula, improve program delivery of rural motorcycle training and to enhance driver awareness of motorcyclists through the use of “Share-the-Road” safety messages.

Funding was used to repair the mobile classroom tow vehicle hitch, new video equipment for the mobile classroom needed for updates to the curricula, a new 16 ft. outreach trailer that will be used at dealerships and corporate safety fairs and staff training.

PERFORMANCE MEASURE 8: UNHELMETED MOTORCYCLIST FATALITIES



In *Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Office, eighth Edition, 2015*, it is reported that “motorcycle helmets are highly effective in protecting motorcycle riders’ heads in a crash”. Universal helmet-use laws rank highly effective in maintaining a high level of helmet use. The Centers for Disease Control and Prevention has determined “the single most effective way for states to save lives and save money is a universal helmet law”.

Although throughout the years efforts have been made to repeal Nevada's universal helmet law (NRS 486.231), the state has maintained the law since enactment in 1972. The helmet law once again faced repeal efforts during the 2015 legislative session, but due to opposition the proposed legislation was not moved out of committee. Because of Nevada's universal helmet law, the number of un-helmeted fatalities remains relatively low, making the numbers subject to large percentage swings year to year.

During FFY2015 the Motorcycle Critical Area Emphasis Team implemented four strategies to further reduce motorcyclist fatalities and serious injuries. Strategy number four is to “Increase crash survivability through appropriate protective gear and improved emergency response.” Two of the action steps in this strategy are applicable to reducing unhelmeted motorcyclist fatalities:

4.1 Develop a strategy to support maintaining the helmet law and clarifying helmet standards to easily identify DOT compliant helmets and approved eye protection

4.3 Conduct helmet/gear use study, utilize results in future campaigns to increase awareness and use of DOT compliant helmets (vs. novelty helmets), high visibility gear and technology”

FY 2016 Performance Target: Decrease the trending un-helmeted motorcycle fatality rate from the 2009-2013 five-year moving average of 6.8 to only 6.9 by December 31, 2016.

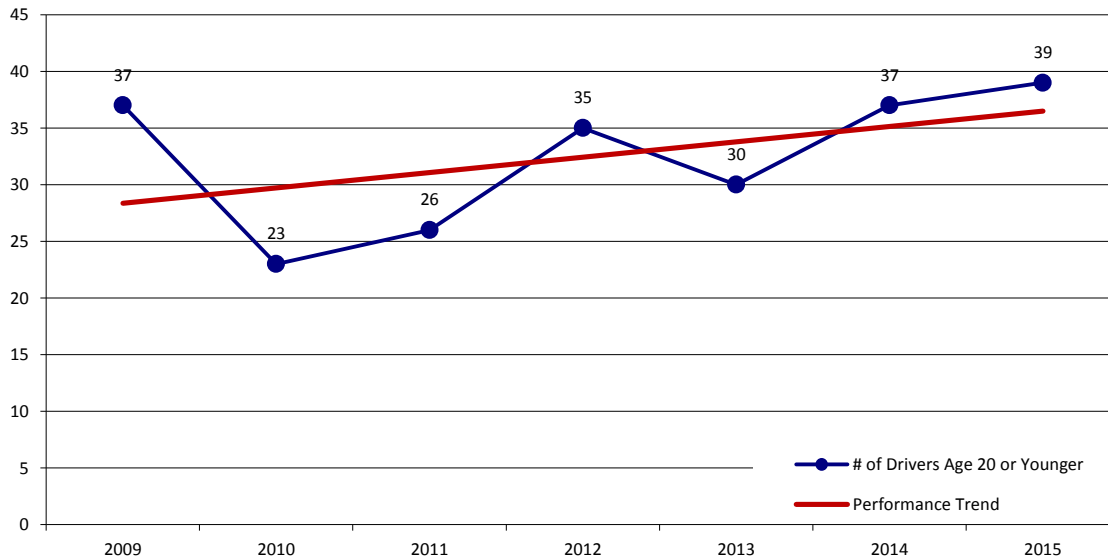
Actual Performance: Nevada's 2011-2015 three-year moving average for unhelmeted motorcyclist fatalities was eight.

*Official 2015 & 2016 data are not yet available.

Related Projects

See projects TS-2016-NVOTS-658-00134 in Performance Measure 1 and TS-2016-NVOTS 658-00076 in Performance Measure 7.

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



With the 2017 Legislative session rapidly approaching the Nevada Office of Traffic Safety focused attention on national best practices for legislative improvement. Current law in Nevada requires those seeking a driver's license under the age of 18 to enter the graduated driver's license program. While the truth of the matter is, too many young drivers aged 15 – 20 are dying on Nevada roads and that number is on the rise.

Young drivers are inexperienced on the road, and often don't realize how dangerous certain driving behaviors, like improper seat belt use, can be. Furthermore, distracted or inattentive driving has become a national epidemic, and young drivers are at the greatest risk. Currently 38 States ban all cell phone use for GDL drivers. Nevada isn't numbered among them.

GDL systems are intended to gradually increase the exposure of new drivers to more complex driving situations in as safe a manner as possible. New drivers are not just 16 or 17 years old, they're every age. With troubling national trends recently highlighted in the Governors Highway Safety Association report "Mission Not Accomplished: Teen Safe Driving, the Next Chapter" it is clear that focus must be placed on new drivers not just teens. This data revealed that older teen drivers (18-20), were involved in 12% more fatal car crashes when compared to younger teen drivers (15-18).

We believe this upward trend is the result of teens waiting until they are 18 to get their license, and bypassing the GDL laws. By updating some of our laws, we can make sure that every driver who gets behind the wheel is educated and trained to avoid any behavior that could put their life at risk, including young drivers.

FY 2016 Performance Target: Decrease the trending rate of fatal crashes involving a driver age 20 and under by 1 percent, from the 2009-2013 five-year moving average of 30 to only 34 by December 31, 2016.

Actual Performance: Nevada’s 2011-2015 five-year average for fatal crashes involving a driver age 20 or younger was 33.

*Official 2015 & 2016 data are not yet available.

Related Projects

TS-2016-NVOTS 658-00113

Zero teen Fatalities Program Management and Temporary Staff

Funding Sources: NDOT

Budget: \$135,000.00

Obligation Percentage Spent: \$106,487.11 79%

This program has provided outreach and education to hundreds, if not thousands of teen drivers throughout Nevada to increase their awareness of dangerous driving habits and to improve their driving skills. Historically, this program has been managed by one program manager located in Northern Nevada; however, in June 2016, the agency was able to hire a second program manager to focus more outreach and education efforts in the southern region.

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.

TS-2016-UNLV-00036—Board of Regents, Nevada System of Higher Education obo UNLV.—Driver’s Edge—Drivers Edge: Assessment through Smartphone App

Funding Sources:

Budget: \$38,000.00

Obligation Percentage Spent: \$27,663.87 73%

This project funded the Transportation Research Center at the University Nevada-Las Vegas (UNLV-TRC) is working on analyzing the motorcycle crash data, survey and analysis of day time seat belt data, and analysis of the Drivers Edge teen driving behavior project. There is a strong need for establishing the connections between all these pieces and developing a sophisticated model to assess ‘safety culture’ in Nevada. Efforts are being made to make the state a “Zero Fatality” state, but in a complex network like this where a lot of factors are interlinked and affect each other, an integrative and inclusive approach is needed. This project will be a continuation of the current 2015 Drivers Edge project and will be the next phase of this Teen Driving Behavior project which involves taking key findings from the phase-I project and developing a feedback control system aiming toward Zero Fatalities. The project will also assess all the educational campaigns and outreach efforts regarding teen driving in Nevada (including Drivers Edge) to help make a strong pitch for the Teen Driving Safety Leadership Program in 2016. TRC will collaborate with Drivers Edge and other teen driving programs to develop a comprehensive teen driving program for Nevada, using it as the top resource for all teen driving data, mathematical models, statistical analysis, news, programs, videos and literature.

For effective evaluation of the Drivers Edge program, TRC proposes development of a smart phone application to track the progress of participants during the program. Using data from this application can help quantify the improvements in the skill sets of participants and gauge the effectiveness of the program.

TS-2016-Drivers Edge-00075—The Payne Foundation, Inc.—Driver’s Edge-Teen Safe

Driving Program

Funding Sources: NDOT

Budget: \$258,210.00

Obligation Percentage Spent: \$258,204.71 99%

This grant funded the Drivers Edge program which 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-2016-NVOTS 658-00111—Nevada Office of Traffic Safety— Zero Teen Fatalities Program

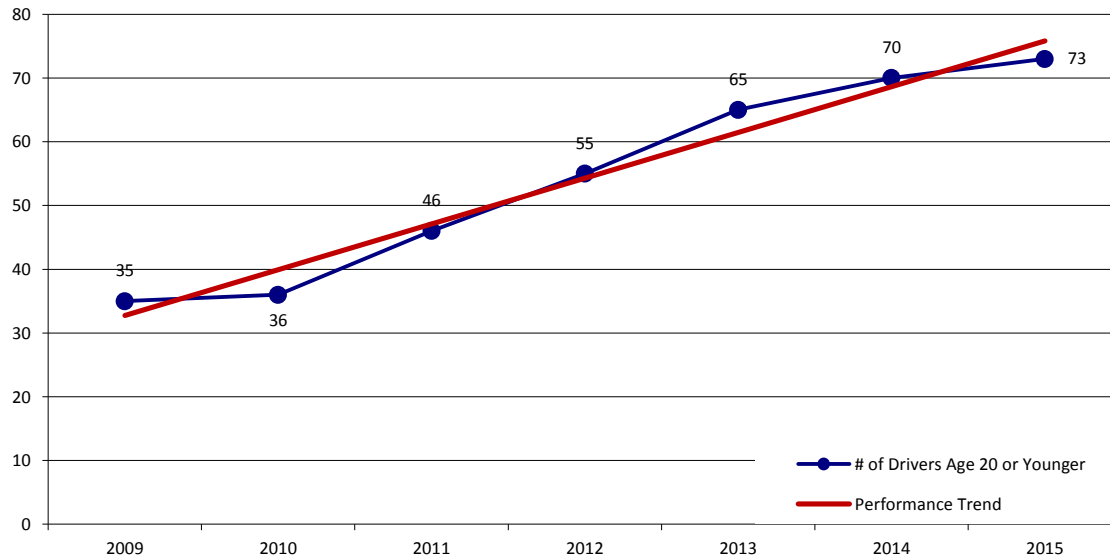
Funding Sources: NDOT

Budget: \$400,000.00

Obligation Percentage Spent: \$390,539.35 98%

The grant funded Zero teen Fatalities that 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. Zero teen Fatalities also works with Driver’s Edge to hold a competitive hands-on driving day with professional drivers and law enforcement partners to educate teen drivers and give them first-hand experience dealing with potentially dangerous situations.

PERFORMANCE MEASURE 10: PEDESTRIAN FATALITIES



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:

- Enforce pedestrian laws at high-crash locations:
- Reduce pedestrian exposure through roadway modifications
- Improve drivers' ability to see pedestrians
- Improve driver and pedestrian awareness and behavior

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.

There are two main population areas in the state, Clark and Washoe Counties and only Carson City, capital of Nevada is more than one percent of the population of the state. Between the three, they made up 90 percent of the state population and 96.4 percent of pedestrian fatalities over the past five years. Each population center has their contributing factors to pedestrian crashes, and the issues vary greatly between counties and between injury crashes and fatal crashes. Looking at crashes in Carson City, even though there are few, fatalities happen on straight, flat, fast streets, and have generally been the fault of the driver.

Performance Measure 10

In Washoe County, the contributing factors have shifted in the past five years to look more urban than rural as the city has grown and streets have gotten more congested, faster and with fewer safe places to cross the street. In Washoe, fatalities are still evenly divided between drivers and pedestrians being the at fault party, and light conditions being evenly divided between light and dark.

In Clark County, where an average of 78.4 percent of pedestrian fatalities occur, the vast majority happen when it is dark, on streets that are at least six lanes wide and the posted speed limit is an average of 40 mph. More than 75 percent of the time it is also the fault of the pedestrian, though many drivers are traveling over the already fast posted speed limit.

FY 2016 Performance Target: Decrease the trending pedestrian fatality rate from the 2009-2013 five-year moving average of 47 to only 72 by December 31, 2016.

Actual Performance: Nevada's 2011-2015 five-year average for pedestrian fatalities was 62.

*Official 2015 & 2016 data are not yet available.

Related Projects

TS-2016-NVOTS 658-00085—Nevada Office of Traffic Safety—Program Management-Pedestrian

Funding Sources:

Budget: \$225,000.00

Obligation Percentage Spent: \$200,700.80 89%

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.

Funds were reallocated as follows:

\$174,000 Payroll TS-2016-00091

\$20,000 Travel TS-2016-00092

\$20,000 Contracts TS-2016-00093

\$11,000 Other Direct Costs TS-2016-00094

TS-2016-UNR-00035—Board of Regents, Nevada System of Higher Education, obo UNR—Pedestrian Safety Project

Funding Sources:

Budget: \$29,566.00

Obligation Percentage Spent: \$25,522.63 86%

The purpose of this project was to educate drivers and pedestrians in the University of Reno area and surrounding community about crosswalk safety, with a special emphasis on 'distracted walking,' as well as to educate drivers to improve safety on Nevada roadways. This was a continuing project by the University of Nevada Reno Police Services. Millennials are the primary target age group as their consistent use of the smart phones for information and communication while often unaware of their surroundings puts them at high risk. The project included funding to create a media campaign designed to reach the local youth and young adult population including online ads and social media outreach. Grant funds were used to produce the pedestrian focused PSA, print materials and posters used at campus and movie theater tabling events. They were also strategically placed at the most used pedestrian crosswalks to remind people to look up and avoid distractions while crossing the street.

A 15 second PSA was created with a pedestrian safety message and aired in three local theaters during the month of December 2015 and the months of May and August 2016. The PSA aired on a total of 52 screens and had over 500,000 views estimated by the advertiser not including the bonus views on the monitors in the

lobbies of these theaters. UNR successfully met their goal for outreach with the PSA. The PSA also ran at no cost at the on-campus movie theater during the months when classes were in session.

The program surveyed movie patrons visiting the information tables at theaters and asked whether they had ever seen or experienced an collision or close call between vehicles and pedestrians. They received a lot of interesting comments and suggestions for enforcement locations. The survey also identified other high risk locations for pedestrians.

The project held six educational events in addition to the movie theater outreach events including fall and spring semester events, new student welcome week, summer barbecues, Taste of Reno and the Spring health and safety fair, we held 6 educational events

TS-2016-NLVPD-00059—North Las Vegas Police Department—Pedestrian Safety Education & Awareness

Funding Sources: NDOT

Budget: \$106,912.00

Obligation Percentage Spent: \$106,910.91 99%

With this project all activities went better than expected. Officers met with faculty and students from some charter and private schools in addition to public elementary schools. Saturation patrols and officers crossing at mid-block marked crosswalks were the types of enforcement used. It was found that more pedestrians were at fault as compared to motorists with regard to serious injury and fatality crashes. Enforcement activities were done in conjunction with educationally focused media releases and educational assemblies.

Fifteen Educational Elementary School Assemblies were completed. Each assembly was conducted and focused toward K-2, and 3-5 grades. The pedestrian safety awareness education campaign, Stop, Look and Listen, (SLL) is the highlight of NLVPD's education element for this grant. It consists of using uniformed police officers delivering SLL education to the city's elementary school children, highlighting the importance of automobile & pedestrian safety. The program provided instruction to students at NLV elementary schools on how to safely cross the street. As part of the curriculum, they learn a) what a crosswalk is, b) how to use a crosswalk, and c) how to Stop before stepping out into the street; Look left, then right, then left again, and to listen for cars & other sounds such as screeching tires & car horns. Stop, Look and Listen is designed to keep these young children interested in learning about pedestrian safety by utilizing colorful graphics such as traffic light simulators and by keeping the educational presentation to approximately 1 hour. It is evident, from feedback received; that the presentations are well received and appreciated.

NLVPD purchased reflective safety slap bracelets, which were handed out to elementary school children. These provide students with something to take home that will provide families with an opportunity to engage in yet another discussion about pedestrian safety.

TS-2016-UNLV-00038—Board of Regents, Nevada System of Higher Education, obo UNLV—Vulnerable Road Users Project

Funding Sources: 405(b)

Budget: \$125,000.00

Obligation Percentage Spent: \$87,637.69 70%

This project is about educating drivers & pedestrians (of all ages); those who can assist with access and safety issues and those who enforce the laws. Overall fatalities in Clark County are up 13%. Efforts to help people understand that improvements made for pedestrian safety have an effect on all road-user safety continue. The

great relationships developed & maintained with media assist in getting the message out to the public. Activities that took place during the year include: Community outreach and events including education in schools, PK Bike Day, Family Fun Day, Teen Transportation Camp, “Don’t Be A Fool, Light Yourself Up at Night” event on Boulder Highway; speed reduction awareness events; and bike enforcement waves; and the sewing of reflective tape on outer wear and carryalls.

Speed is the cornerstone of pedestrian safety in Clark County. Efforts were increased to get partners to address this issue. Two speed specific enforcement waves were conducted this year, both included Boulder Highway. Progress was made getting people, especially decision-makers, to understand the need for speed reductions, the outcomes, and how little change there would be in travel, except for the being much safer. Pedestrian lighting is another project that was started during this grant year and will continue in future years. Boulder Highway, a 17 mile stretch of road, was the worst pedestrian location of 2015. Twenty percent of pedestrian fatalities (12), and 8% of overall fatalities for the year happened on Boulder Highway. Another project that was worked on this year is the offenders’ class, for those receiving a citation in the county. There were some obstacles, that were overcome, and a press conference scheduled Nov 1, 2016. The City of Las Vegas will be launching a safety zone in the downtown area as part of a remodeling project. Outreach and reporting will be conducted during the construction of the "Pedestrian Safety Zone". There was seven pedestrian and two bike events coordinated, and participation in several others LVMPD events, as well as two bus events, where officers ticketed drivers who pass busses with their stop arm extended. There continues to be time spent with lawmakers, building relationships, educating them on traffic safety issues as needed.

TS-2016-RPD-00070—Reno Police Department—Reno PD Pedestrian Safety Program

Funding Sources: NDOT

Budget: \$64,366.00

Obligation Percentage Spent: \$62,201.52 97%

As a result of this grant twelve pedestrian enforcement events were conducted, which exceeds the original expectations of 8 events. The majority of the enforcement efforts were conducted on dates, times and at specific locations where children would be walking to/from school. In conjunction with the enforcement efforts, local media was also used in an effort to educate drivers to pay attention to their driving behaviors, specifically while in & around school zones. It was quickly realized that there is sometimes a tradeoff between compliance from citation issuance to voluntary compliance by both motorists & pedestrians alike due to high visibility saturation efforts. Regardless of the manner in which compliance was gained, it is very evident and the utilization of the different strategies proved beneficial.

This Pedestrian Safety, Awareness & Education Program grant contributes to OTS' Strategic Plan and Nevada's Highway Safety Plan by educating the public about pedestrian safety via enforcement activities & education assemblies, in an effort to reduce the traffic related fatalities to Zero.

TS-2016-UNLV-00039 Older Driver Education, Evaluation and Outreach

Funding Sources: NDOT

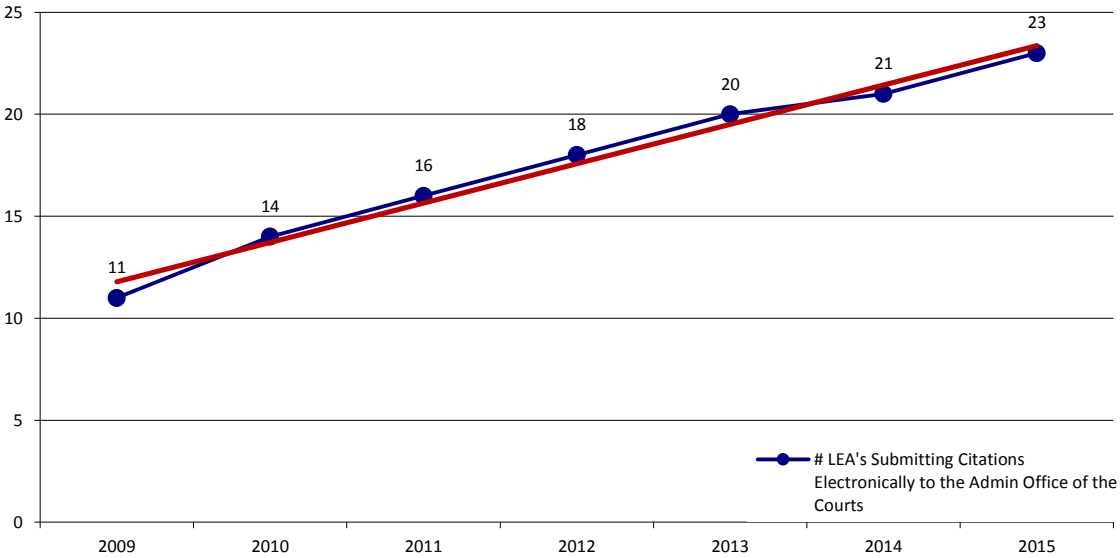
Budget: \$25,873.00

Obligation Percentage Spent: \$25,190.06 97%

This project was awarded to UNLV to work with providers of senior services; to be a resource for older drivers and their families to gain knowledge about their driving skills; and offer referrals to providers for additional services.

Due to other grant related activities, this grantee was unsuccessful in reaching goals outlined in this grant. Engaging older drivers proved to be difficult as they don't want to face the issues they have behind the wheel because it might lead to losing their license, and along with that some of their independence. When a provider sees the benefit and really promotes their clients to attend, the sessions were great, but in senior center cases, it became a burden to staff to try to get people there and the efforts fizzled. On average there were 1-2 presentations a month, with very limited attendance. A website was created, but not really maintained. It requires more time than was available. When domain runs out it won't be renewed.

PERFORMANCE MEASURE 11: TRAFFIC RECORDS



In 2016 the Nevada Office of Traffic Safety built upon progress for the Nevada Traffic Records project. Twenty-six of the thirty-two agencies in the State Of Nevada are now working with the state contracted vendor, Brazos Technologies, for the electronic reporting of traffic citations and crashes.

Several Limited Fixed Deliverable grants were issued to law enforcement agencies to provide seed money to allow them to be a part of the electronic crash and citation system. As of the end of the 2016 federal fiscal year, approximately 94 percent of crashes are being reported electronically. The remainder agencies continue to submit paper reports that are entered manually into the Nevada Citation and "Accident" Tracking System (NCATS); those agencies will be addressed and most rectified by the end of FY17.

Outside of crash reporting, there were grants given to several law enforcement agencies for crash investigation equipment and current-practice crash investigation training.

A grant provided to the University of Nevada, School of Medicine continued to be funded to link trauma/EMS data to crash data, allowing a comprehensive look at the true costs crashes present to society and what can be changed or improved to help create positive crash outcomes.

Nevada underwent a Traffic Records Assessment (TRA) in the spring of 2015. As a result of the findings a number of suggested actions already implemented, and will help provide a roadmap for future projects as Nevada moves ahead with the development of a comprehensive traffic records system.

Performance Goal

The Nevada Traffic Records program will continue to collect, analyze, and utilize crash data to determine

appropriate countermeasure activities and to plan resource allocation.

FY 2016 Performance Target: Increase the number of law enforcement agencies submitting traffic citations electronically to the Administrative Office of the Courts from 21 to 23 agencies by December 31, 2016.

Actual Performance: There are currently 26 law enforcement agencies reporting traffic citations and crashes electronically.

Related Projects

TS-2016-NVOTS 658-00084—Nevada Office of Traffic Safety—Program Management, Traffic Records

Funding Sources: 405(c)

Budget: \$20,000.00

Obligation Percentage Spent: \$8,590.75 42%

This grant provided funds for the management and operating costs for the Traffic Records program projects and efforts in the FFY2016 Highway Safety Plan.

TS-2016-UNR UNSOM-00067—University of Nevada School of Medicine—Risk Taking Behaviors and Vehicular Crashes: Data-Driven Identification of Behaviors and Intervention

Funding Sources: NDOT

Budget: \$190,289.00

Obligation Percentage Spent: \$140,072.89 74%

This grant provided funds for research that focused on targeted priority areas including impaired driving, occupant protection, pedestrian safety, motorcycle safety, teen driving, distracted driving, and emergency medical systems and increasing involvement with community programs. The team reported out to legislative governmental, medical community, professional and local community inquiries, including professional journals in all fields using data driven findings as an essential element.

UNSOM's piece of our data puzzle will in time be part of a comprehensive data warehouse incorporating all other roadway user databases. The team at UNSOM is performing research in an area that previously was obviously lacking in our state; their part is a critical component in the overall data sourcing we are all working towards, Zero Fatalities.

TS-2016-NVOTS 658-00121—Nevada Office of Traffic Safety—Traffic Records Coordinating Committee (TRCC)

Funding Sources: 405(c)

Budget: \$15,000.00

Obligation Percentage Spent: \$7,336.93 49%

Nevada's Traffic Records Coordination Committee (TRCC) includes the Nevada Executive Committee on Traffic Safety (NECTS) at the executive level and the TRCC at the technical level. The TRCC provides guidance for participating agencies regarding the collection of data by law enforcement, the maintenance of the NCATS repository at the Department of Public Safety as well as the sharing of data with the courts, NDOT and other end users of data. This data is vital to provide data to support all traffic safety programs in the state, in behavioral and safety engineering. Providing funding to enable TRCC members to travel to meetings and for technological

and equipment support such as teleconferencing services and equipment enables Nevada to meet the TRCC requirement toward qualification for federal funding of Traffic Records statewide.

The TRCC includes a sub-committee, the Brazos Working Group (BRG) to report on technical challenges/advancements with the State's e-Citation/e-Crash system. Providing funding to enable TRCC members to travel to meetings and for technological and equipment support such as teleconferencing services and equipment enables Nevada to meet the TRCC requirement toward qualification for federal funding of Traffic Records statewide.

TS-2016-NVOTS 658-00122—Nevada Office of Traffic Safety—NCATS (Nevada Citation & Accident Tracking System) Modernization: Brazos Contract

Funding Sources: 405(c)

Budget: \$573,084.08

Obligation Percentage Spent: \$0.00 0%

This grant was fulfilled in its entirety by the Nevada Department of Transportation. Funds allocated to this project were allocated to other endeavors.

TS-2016-NVOTS 658-00123—Nevada Office of Traffic Safety—NCATS (Nevada Citation & "Accident" Tracking System) MSA

Funding Sources: NDOT

Budget: \$250,000.00

Obligation Percentage Spent: \$239,861.59 96%

The Department of Public Safety and the Nevada Department of Transportation are partnering to contract with and MSA Information Technology vendor. This vendor will analyze the current NCATS, provide consultation on improvements and developing the improvement upon approval by NDOT and DPS. This will include automating importation of data from the Brazos Technology branch of Tyler Technology and other law enforcement agencies' vendors, and automation of exportation to NDOT and other back-end users. Brazos is our vendor to further electronic data reporting statewide. The MSA Programming Specialist is paid for by NDOT flex funds for that portion of work necessary to automate the data transfer process and cover the various costs of traffic records improvement programs that affect the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance databases. This project is critical to the collection/sharing of data findings to users, who include all roadway users and affected agencies (DMV, NDOT, NHTSA, DPS/OTS as examples).

TS-2016-NVOTS 658-00125—Nevada Office of Traffic Safety—TR-RMS Interfaces

Funding Sources: 405(c)

Budget: \$50,000.00

Obligation Percentage Spent: \$25,120.00 50%

The funds provided by this grant pay development and licensing costs for interfaces between the Brazos system and individual agencies RMS allowing all data being collected by law enforcement agencies to be automatically entered into their RMS and be available for necessary law enforcement purposes. One of the unintended consequences of the electronic reporting system was that agencies must print their citations and crashes out of the Tyler Technology system that was put into place statewide (Brazos) and enter them into their records management systems (RMS). This created an additional burden on agencies and acted as a deterrent to using the electronic system. Additionally, this increased the number of times the data is "touched" and therefore increases the possibility of errors being entered into tracking and storage systems. Because the Brazos system

collects information and stores it in a data vault the information is available to agencies, who collect that information, but not in a convenient manner, and not inclusive of all data fields that are collected. Personally identifying information (PII) is not archived in the NCATS repository. Law enforcement agencies needed a way to have their collected data enter into their RMS's without manual entry.

Sub-grant	Total Funded	Total Spent
LFD-2016-MCSO-00045	\$9,100.00	\$9,100.00
LFD-2016-LyCSO-00047	\$16,020.00	\$16,020.00
Total	\$25,120.00	\$25,120.00

LFD-2016-MCSO-00045

This grant funded an interface between Brazos and Mineral County SO Spillman Record Management System (RMS). This allowed citation and crash data to be collected electronically then sent electronically to the courts (citation) or NVDOT (crash), eliminating many steps needed previously when entered by clerks.

LFD-2016-LyC SO-00047

This grant funded an interface between Brazos and Lyon County SO Spillman Record Management System (RMS). This allowed citation and crash data to be collected electronically then sent electronically to the courts (citation) or NVDOT (crash), eliminating many steps needed previously when entered by clerks.

TS-2016-NVOTS 658-00117—Nevada Office of Traffic Safety—Crash Data Analyst Training

Funding Sources: 402

Budget: \$19,490.00

Obligation Percentage Spent: \$17,376.00 89%

The grant improved education, procedures and tools are necessary to identify enforcement needs, engineering needs and equipment liability. One specific shortcoming identified in the collision investigation training levels of the Highway Patrol is the lack of certified Crash Data Recovery Technicians and Analysts. This grant project sought to address these training deficiencies in the most cost effective manner as a 5 day course. The activity in this course was focused on reading, understanding and applying a Crash Data Recovery (CDR) report to a normal, situationally complete reconstruction. The project was fully attended and provided for more much-needed investigators throughout the state and supplied them a more comprehensive tool to utilize. This project gave higher quality data via more learned investigators of the crashes, making it a critical part of a program that collected comprehensive crash data that was later electronically studied for traffic research.

TS-2016-DPS NHP-00034—DPS Nevada Highway Patrol—Collision Reconstruction Training

Funding Sources: 402

Budget: \$18,196.00

Obligation Percentage Spent: \$17,984 99%

This grant project sought to address this training deficiency by enrolling agency personnel in the Traffic Collision Reconstruction II course scheduled in Reno, NV during April 2016. In addition to ensuring all current MIRT personnel complete the reconstruction course, the project will provide the opportunity to train additional personnel to the reconstruction level; thereby creating a pool of qualified Reconstructionists that may be used to fill future MIRT vacancies.

The Traffic Crash Reconstruction II (TCR) class held on June 20, 2016 - June 24, 2016 at the Regional Public Safety Training Center in Reno Nevada involved curriculum surrounded trigonometry as related to vehicle crashes with

directed focus towards momentum with mathematical solutions. Additionally, there was instruction on occupant motion, pedestrian collisions as well as several case studies with subsequent case reviews.

TS-2016-WCSO-00105–Washoe County Sheriff’s Office—TS Equipment: Tablets

Funding Sources: 405(c)

Budget: \$19,320.00

Obligation Percentage Spent: \$19,320.00 100%

This grant funded tablets requested by the Washoe County Sherriff’s office to reduce the number of fatalities and injuries that occur in our area by streamlining and accelerating our enforcement activities.

The tablets decreased the amount of time spent writing citations, and thus increase our patrol activity time. In addition to the improved functionality in writing citations, these tablets collect the collision documentation required by TRCC (Traffic Records Collection Committee). The device allowed deputies to quickly and thoroughly record and report collision data and statistics, thus reducing the possibility of errors and speeding up the reporting process, ensuring more timely collection and reporting of these statistics.

TS-2016-NVOTS 658-00124—Nevada Office of Traffic Safety—Traffic Records Fixed Deliverables

Funding Sources: 405(c)

Budget: \$221,620.00

Obligation Percentage Spent: 195,947.00 88%

This grant provided funding for equipment for agencies to participate and 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.

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

The NCATS Modernization Project team and the Nevada’s Traffic Records Coordination Committee (TRCC) foresee increased interest among agencies. 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.

Sub-grant	Total Funded	Total Spent
LFD-2016-SPD-00035	\$5,800.00	\$5,800.00
LFD-2016-RPD-00043	\$211,830.00	\$190,147.00
LFD-2016-RPD-00046	\$3,990.00	\$0.00
Total	\$221,620.00	\$195,947.00

LFD-2016-SPD-00035

The goal was to equip each vehicle of the Sparks Police Department with a handheld device in addition to the devices assigned to officers in order to meet the paperless requirement for crash data input and paperless citations for timely, efficient and accurate crash data while on scene of a collision. Additional devices were placed in the vehicles to insure access and use of the device to increase the likelihood crash data is entered on scene. Additionally, the courts have immediate access to all electronic citations with the use of the handheld devices which streamlines the process between the courts and the department. Training was given by the vendor, Brazos Technology; match was the officers’ time and facilities.

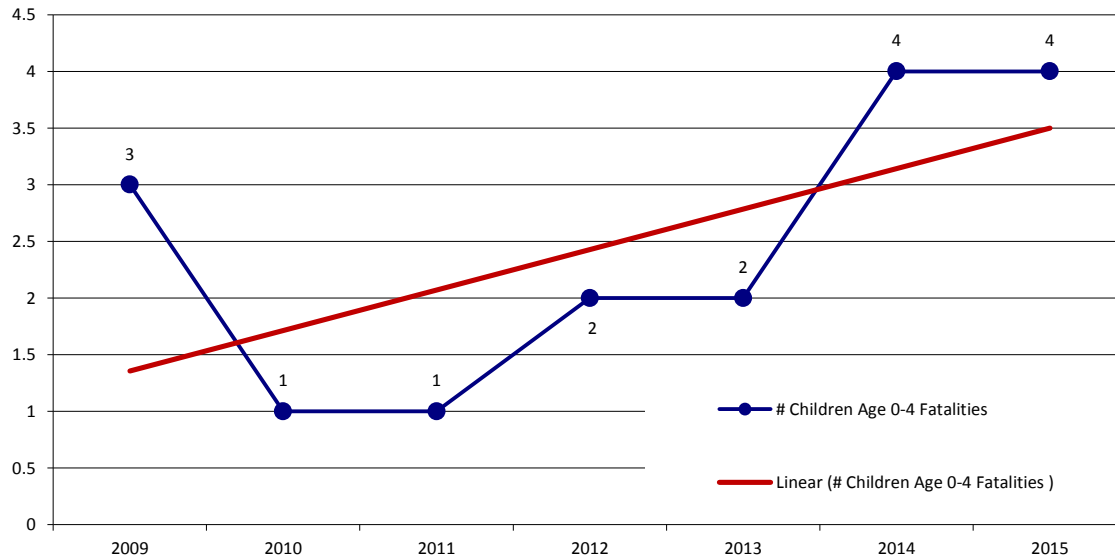
LFD-2016-RPD-00043

As a result of this grant the Reno Police Department moved to Brazos Technology, the system recognized by the State of Nevada to be fully compatible with all data schemas.

LFD-2016-RPD-00046

This project funded the final phase of the Reno Police Department move from Crossroads to the State of Nevada approved eCitation/eCrash system Brazos is to ensure that the data properly gets entered into the Tiburon Record Management System. This is part of a program that collected citation and crash data electronically for traffic research. This type of interface is required to collect the needed data.

PERFORMANCE MEASURE 12: CHILD PASSENGER SAFETY



The Nevada Office of Traffic Safety's Occupant Protection (OP) program addresses the importance of proper utilization of occupant restraints and child passenger safety devices in motor vehicles. The OP program also provides education and awareness of Nevada's occupant protection laws. The Office of Traffic Safety provides occupant protection funding for public education programs and partners with other traffic safety advocates on child passenger safety, proper seating and the use of child restraints.

The OP program supports multiple child passenger safety seat check points throughout Nevada. During these events, child passenger safety seats are inspected for proper installation within the vehicle and proper fit to the child. Incorrectly fitted seats are replaced with the correct fitting child passenger safety seat.

The OP program also supports Child Passenger Safety (CPS) Technician training. Three weeklong CPS Technician trainings were held resulting in 33 newly certified CPS technicians. In addition to the weeklong training, a Child Passenger Safety Misuse training was held at the Nevada Highway Patrol (NHP) Training Academy. During this training, students were taught to identify child passenger safety device misuse. In the future, all graduates of the NHP academy will receive child passenger safety technician training. This will increase the number of certified CPS technicians throughout Nevada. These new technicians will provide education to the motoring public about the correct use of child passenger safety devices.

FY 2016 Performance Target: Decrease the number of traffic fatalities of children between ages 0-4 from the five-year moving average of 2 (2009-2013) to 1 by December 31, 2016.

Actual Performance: Nevada's 2012-2014 three-year average for fatalities of children between ages 0-4 is three.
*Official 2015 & 2016 data are not yet available.

Related Projects

TS- 2016-NVOTS 658-00106—Nevada Office of Traffic Safety—First Responder/Public Health

CPS Training

Funding Sources: 405(b)

Budget: \$5,000.00

Obligation Percentage Spent: \$4,655.01 93%

This program provided resources to facilitate necessary Child Passenger Safety training to state and local law enforcement personnel and other first/emergency responders (e.g., firefighters, emergency medical service, and hospital staff), enabling agencies statewide to assist with public inquiries regarding proper child safety seat fittings, choices, best practices, and Nevada law.

The grant agreement indicated the provision of funds for travel expenses for students and instructors, as well as instructor fees, course operating needs, training child seats and other ancillary training expenses for the specific CPS training session. This grant purchased 398 total car seats which were distributed throughout the State. Three weeklong CPS technician trainings and one 1-day car seat misuse training was held. The grant paid for 33 students to attend the weeklong CPS technician training.

TS- 2016-REMSA-00120—Regional Emergency Medical Services Authority—REMSA Point of Impact

Funding Sources: 405(b)

Budget: \$83,862.00

Obligation Percentage Spent: \$81,757.03 97%

The overall goal of this project was to address misuse and non-use of car seats by offering a Child Passenger Safety education program. Parents were educated on the proper use and installation of seats at monthly checkpoints offered at various locations throughout the Region. National child passenger safety certification trainings were offered along with opportunities for recertification of technicians whose certification had expired. The Regional Emergency Medical Services Authority (REMSA) introduced and released the Nevada CPS Toolkit during a session of the Nevada Traffic Safety Summit. REMSA provided 11 community-based car seat check point events where 391 seats were inspected and 60 seats were distributed. Grantee distributed program materials. During office installation appointments, grantee was able to educate 11 families on the installation of 18 seats. Grantee saw three special needs clients. During the Booster-For-Booster event, grantee provided 12 booster seats to 8 families. They participated in four table/booth events and distributed program materials. They also held three CPS Technician training courses where 33 students became Child Passenger Safety technicians and three became Instructors, held one CPS recertification training course where two students were recertified as Child Passenger Safety technicians and held two CEU sessions where 15 technicians received all their CEU's for recertification.

TS-2016-RWFRC-00119—Ron Wood Family Resource Center—Ron Wood Child Car Seat Safety Program

Funding Sources: 402

Budget: \$56,224.00

Obligation Percentage Spent: \$55,925.31 99%

This program was funded to provide child seat safety education, awareness, inspections and installation services to Carson, Lyon, Douglas, Storey County and Northern Nevada residents. Ron Wood Family Resource Center (RWFRC) also coordinates efforts with community partners including Carson City Sheriff's Department, Carson City School District, Carson City court system and many other entities to address identifiable needs in the

community. RWFRC is currently the only entity in Carson City that provides ongoing child safety services and with their mobile unit they coordinate with their community partners and their partners in the Northern Nevada region.

During this grant cycle this program successfully provided child car seats to the local and surrounding communities of Gardnerville, Minden, Carson City, Hawthorne, Reno, and Lovelock while providing education to parents and caregivers on proper use and installations of their child car seats. They held thirty-three Car Seat Safety Events onsite where 127 car seats were sold, 217 car seats were installed, and 245 adults were educated. They attended fifteen off-sites events partnering with local community projects and businesses where they installed forty-four car seats and educated 1,355 parents and caregivers. They conducted three off-sites workshops with other state agencies, local schools, and businesses where they installed thirty car seats and educated parents and caregivers. They conducted sixteen Family Vehicle Safety Program classes for parents and caregivers who have received violations for improper child restraints in a motor vehicle. They delivered 13,130 flyers to forty agencies and schools in the Garnerville, Minden, Carson City, and Reno area. They have two CPS Technicians on staff five days a week to provide services to parents and caregivers regarding proper use and installations on child car seats. They also have a Spanish speaking CPS Technicians to service the Hispanic population during the week and at events. They participated in National Child Passenger Safety Week where they inspected twenty-three car seats, installed sixteen car seats, and educated many adults on child safety related issues. During the period of October 2015 thru September 2016 they sold a total of 169 car seats, inspected 358 cars seats, installed 741 car seats, provided 26 seats for free and loaned 10 car seats to low or no income families at their office located in Carson City. They were able to provide 177 free car seats provided by AAA. The amount of car seat inspections has increased during the year which provides the local communities with the valuable resource of keeping their children safe while riding in motor vehicles.

TS- 2016-HGhosp-00069—Humboldt General Hospital—Regional Child Passenger Safety

Funding Source: 402

Funding Sources: 402

Budget: \$17,231.00

Obligation Percentage Spent: \$12,420.08 72%

This program funded Humboldt General Hospital EMS Rescue agency to purchase an enclosed trailer, equipment and car seats to develop a regional network of certified Child Passenger Safety technicians and coordinate regional mobile child passenger safety “fitting stations” or check point events. Humboldt General Hospital EMS provided caregivers with “hands-on” assistance with the installation and use of child restraints with the goal of reducing the number of motor vehicle crash injuries and fatalities to children in Northern Nevada who are unrestrained due to lack of properly installed child protection car seats.

HGH has incorporated “Kids in Safe Seats” (KISS) into their local hospital OB Department. New parents are connected with a certified passenger seat technician prior to discharge. The technician is responsible for assuring child seats are properly installed prior to newborn leaving the hospital. Additionally, the Humboldt County court system provides for a diversion program through HGH for those ticketed and found guilty of child seat violations. Care seat technicians are readily available to assist those requiring inspection and installations. A Child Safety Seat checkpoint and installation was held on August 2nd in conjunction with National Night Out. Additional regional checkpoints were scheduled in Lovelock, Battle Mountain and Elko. The trailer and supplies purchased with this grant supported the activities across the region.

HGH EMS successfully provided 50 car seats to families in their region and giving these families and their children a better chance of survival should a crash happen. They were successful in taking the trailer to many community events and educating the families in attendance.

TS-2016-UNR-00044—Board of Regents, Nevada System of Higher Education—Car Safety Seat Survey

Funding Sources: 405(b)

Budget: \$49,793.00

Obligation Percentage Spent: \$40,686.89 81%

This grant funded the University of Nevada Reno's to provide public opinion telephone survey data to the Office of Traffic Safety regarding the public's attitudes toward key traffic safety issues and attitudes toward car seat safety usage. The Office of Traffic safety will utilize the data and recommendations from the final report for a baseline measure of community attitudes and car seat usage. As such, these data can be considered a program evaluation of OTS' community programming efforts.

A total of 237 surveys were completed. Out of the 237 respondents included in this analysis for this report, 221 came from the traditional sample of landline phone numbers and 16 came from the supplementary sample cell phone numbers. The overall response rate was 45%, and the cooperation rate was 87%. The biggest challenge for this study was to target households with children under the age of 13. Many households we called were hesitant to give any information about how many children were in their household, and therefore, were also consequently either not eligible, or did not want to participate in the study.

TS-2016-Nye Comm-00017—Nye Communities Coalition—Occupant Protection

Funding Sources: 402

Budget: \$45,428.00

Obligation Percentage Spent: \$42,135.79 92%

This program was funded for Nye Communities Coalition (NyECC) to work collaboratively with partnering community organizations to coordinate and conduct safety seat installations for community children on a weekly basis. NyECC partners or coordinates several events including a Kindergarten Roundup for children entering Kindergarten, a Back to School Fair for all aged students, and a Health / Resources Fair for the community. NyECC will utilize these and other events as a means to educate the community about the importance of using safety seats and on the correct installation and choice of appropriate seats.

During this grant period Nye Communities Coalition made great strides to reduce or eliminate the number of children killed or injured by motor vehicle crashes. They got one staff member Car Seat Certified, bringing their number to 4 technicians in total between their Pahrump and Tonopah locations. They reached out to vulnerable and hard to reach populations by partnering with the Nye County School District's Pre-Kindergarten program, Nye County Sheriff's office and numerous community events that served this population. In March of this year, NyECC technicians completed a training and demonstration at Child Protective Services office for their Social Workers. AAA extended their donation with a 25% increase to 34 Rear/Forward Convertible seats and 16 High Back Booster. Throughout the year, 256 Child Safety Seats were inspected during regular checks on our campus and at community events, and 257 children received new seats. Of the 252 seat replaced this year, 44 came from AAA donations. Technicians spent a substantial amount of time educating 261 primary caregivers during inspections and at other community events.

Nye Communities Coalition had a strong year, exceeding their goal of distributing child safety seat by 210%. Their strategy of utilizing local media, social media, meeting announcements and community events proved to be very effective leading to their success. Due to the excellent community outreach many children are now traveling in the proper child protective seats that are properly installed.

TS-2016-CLC Fire Prot-00033—Central Lyon Co. Fire Protection District—Child Safety Seat Program

Funding Sources: 402

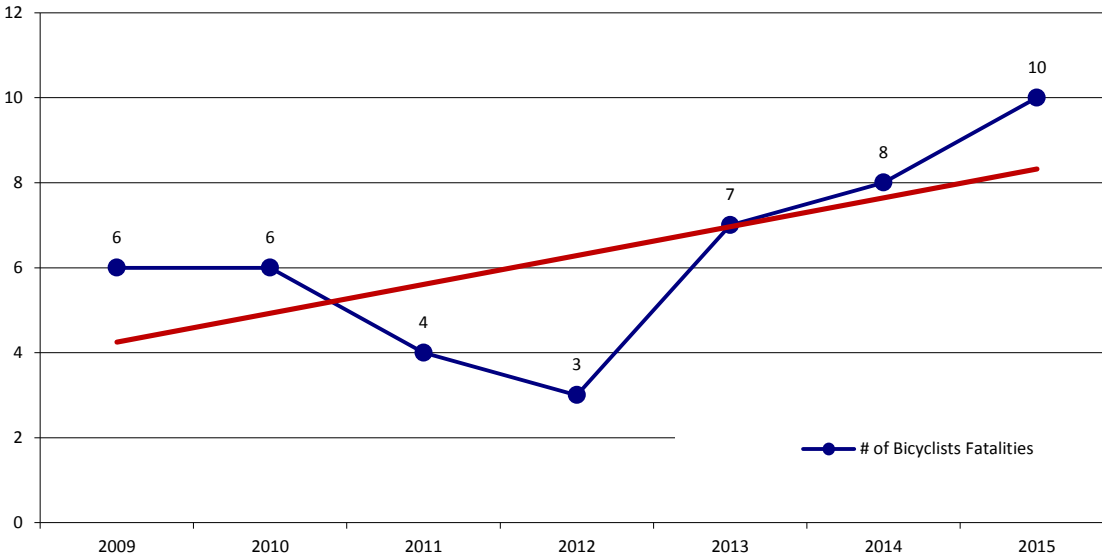
Budget: \$10,000.00

Obligation Percentage Spent: \$10,000.00 100.00%

The purpose of this grant was to increase public awareness in the use of child restraints through campaigns, public education to include the Hispanic population, and community car seat check points as well as individual inspections and installations as needed. With grant funding, Central Lyon Fire Protection was able to send 4 personnel through car seat tech training and two others were re-certified. There were two Spanish speaking car seat techs to reach the Hispanic community. Flyers in Spanish were posted in the Hispanic sections of the Lyon County district and English flyers were posted in various areas of the district to increase awareness of the service.

The agency provided and installed 71 car seats for individuals that could not afford them, mostly by appointment. There were two community car seat events in April and September that included a huge safety display and information center for the community. They were able to pass on safety messages to approximately 200 families. The Fire department ensured that 104 children would be riding safely in their car seats through inspections. Car seat check points couldn't be scheduled during the winter months in Northern Nevada as they do not have an indoor facility, and families would be waiting outside in the elements.

PERFORMANCE MEASURE 13: BICYCLE SAFETY



Bicycle safety is a key part of reducing fatalities and serious injuries in Nevada. Through the use of outreach, hands-on training and public education efforts, Nevada is educating bicyclists and drivers on bicycle safety.

As of the publishing of this report it appears significant progress reached in reducing the number of bicycle fatalities, with FARS data showing only 5 bicycle fatalities in 2016. In 2015 Nevada FARS data recorded 10 bicycle fatalities. This was a significant increase over years past.

The Department of Public Safety, Office of Traffic Safety provides program funding for the Las Vegas Vulnerable Road Users Project at the University of Nevada, Las Vegas, which provides public education for all vulnerable road users, including bicyclists. This was also the first year that DPS funded a grant aimed at school assemblies that focused on helmet usage and pedestrian awareness through speech and song.

The Department of Public Safety, Office of Traffic Safety continues to work closely with the Nevada Department of Transportation's Bicycle and Pedestrian teams to coordinate efforts. Zero Fatalities outreach has continued efforts at local elementary and middle schools, partnering with law enforcement to host education assemblies and provide bike helmets to children.

FY 2016 Performance Targets:

Decrease the current bicycle fatality trend from the 2009-2013 five-year moving average of 5 to only 6 by December 31, 2016.

Decrease the moving average of bicycle critical injuries from the 2009-2013 five-year average of 69, to 66 by December 31, 2016.

Actual Performance: Nevada's ten bicycle fatalities were three percent of the state's overall traffic fatalities in

2015. Nevada's 2011-2015 five-year average for bicycle crash serious injuries was 65.

*Official 2015 & 2016 data are not yet available.

Related Projects

TS- 2016-CARE-00096— CARE Coalition—Safety Assemblies in Nevada Elementary Schools

Funding Source: 402

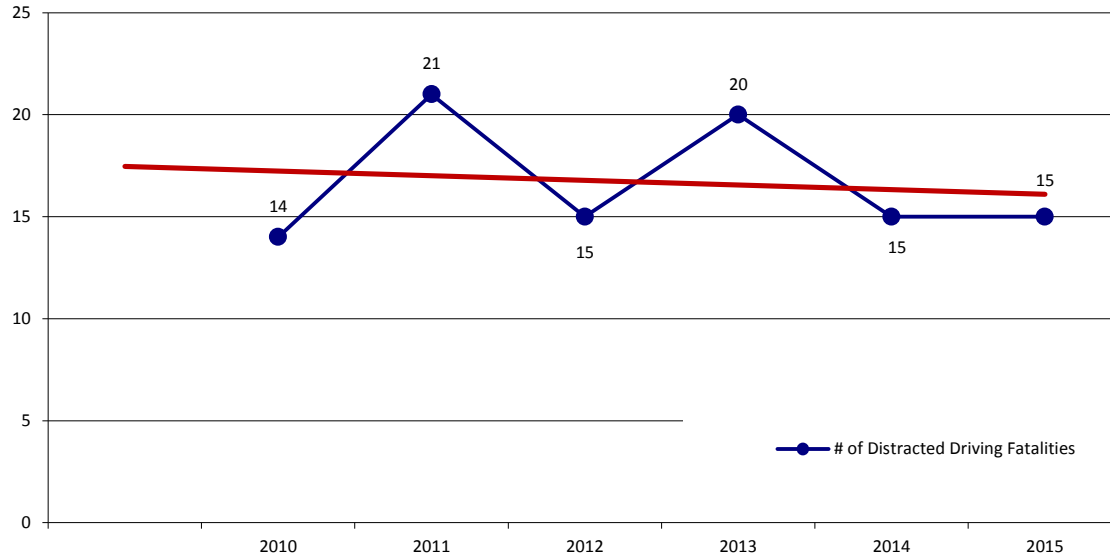
Funding Sources:

Budget: \$55,000.00

Obligation Percentage Spent: \$12,997.75 24%

The grant was to fund educational outreach efforts with respect to safety belt usage, helmet usage, and pedestrian awareness through speech and song, during assemblies at Nevada elementary schools in northern and southern Nevada. There were 38 assemblies conducted at 19 different elementary schools (11 in the south & 8 in the north) which fell short of the 48 schools goal. The assemblies seemed to get good reviews and it appears most students enjoyed them. This grant could have been better organized, improved communication between all parties, clarification of expectations and requirements, and consistency of terms. The CARE Coalition and OTS experienced staff changes during this grant year, in addition to the CARE Coalition working with a sub-grantee (George Dare).

PERFORMANCE MEASURE 14: Distracted Driving



Distracted-related fatalities for Nevada, as defined by FARS, have been relatively small numbers for the past five years. For years 2010–2014, these crashes totaled 79, resulting in 85 fatalities, or an average of 17 distracted-related fatalities per year. However, because of Nevada’s small population and wide open spaces of VMT, these numbers still represent a significant percentage of all roadway fatalities in the state.

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 have 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).

TS-2016-UNLV-00021 Distracted Driving Intervention

Funding Sources: 405(b)

Budget: \$35,889.00

Obligation Percentage Spent: \$27,695.73 77%

This project will provide college aged students with strategies to avoid and prevent distracted driving as well as inform them of Nevada law and the potential legal and civil consequences of not paying attention while driving. The current legal consequences of distracted driving include a \$50.00 fine for the first offense, \$100.00 for the second and \$250.00 for subsequent violations (Focus on the Road, 2014). Distracted driving has become a problem that can no longer be ignored.

As a result of the grant it was discovered that those who received this intervention (treatment group) outperformed those in the control group. The treatment group was less likely, overall, to report driving distracted. Participants were asked 12 questions on their driving behavior, and improvements were seen in the following areas: they were less apt to: talk/text on cell phones; program a navigation system; read a map, book or newspaper; groom themselves; and were more apt to put their phone out of reach. Attitudes toward distracted driving changed for those in the treatment group. Participants were less likely than control subjects to believe: that it's OK to use a cell phone while driving; program navigation system; or read a book, map or newspaper while driving. Those in the treatment group were also more knowledgeable of Nevada laws that relate to distracted driving at the end of the study. Intervention improved driving behavior, alter attitudes toward distracted driving and improve knowledge related to distracted driving. 86 students received the intervention and another 53 received all the intervention materials.

It would be beneficial is more students could receive the intervention and information. It seems like a target rich environment, but limited numbers are reached.

PAID MEDIA AND PUBLIC RELATIONS

Coordination

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

Elements

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

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

The brand promoted these messages across the following channels:

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

Campaigns

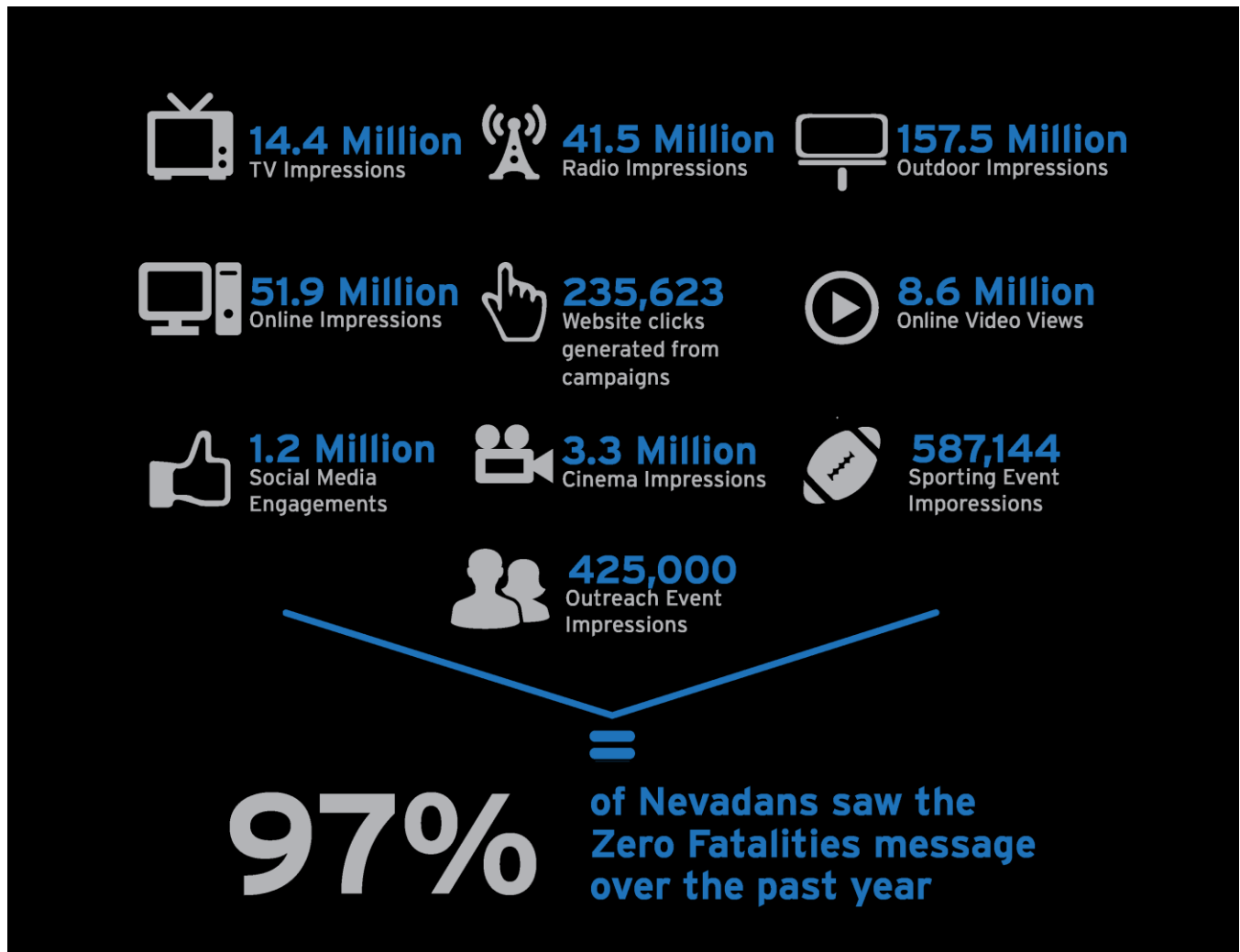
In FFY 2016, OTS ran 10 media campaigns, which included both paid and earned media components. The planning strategy for the year was to reduce the number of campaigns from previous years and concentrate the media spend in shorter increments of time, in order to avoid promoting too many messages at once. Below is the list of campaigns conducted:

March 5 – April 3: Pedestrian Safety Spring
April 4 – May 1: Distracted Driving Spring
May 9 – June 5: Click It or Ticket Spring
June 13 – July 3: Motorcycle Safety “Look Twice” Summer
June 27 – July 10: 4th of July Don’t Drive Impaired
July 11 – August 7: Distracted Driving “Phoney” Summer

August 8 – August 28: Pedestrian Safety Summer
 August 29 – September 11: Labor Day Don't Drive Impaired
 September 23 – October 2: Motorcycle Safety "Look Twice"
 September 26 – October 23: Crash not Accident

Updates & Results


Overall, from October 2015 – September 2016, the OTS Zero Fatalities-branded campaigns delivered over 180 million impressions. The most recent Zero Fatalities public opinion survey (2015) shows that 65 percent of Nevadans have heard of the program, which is up from 60 percent in 2014.



Has the Zero Fatalities campaign influenced you? 2012 numbers vs 2015

 From **54%** to **64%**
Always buckle up


 From **52%** to **62%**
Don't drive impaired


 From **55%** to **74%**
Focus on the road

 From **54%** to **60%**
Stop on red

 From **65%** to **74%**
Be pedestrian safe

 From **57%** to **67%**
Avoid talking on your handheld phone

 From **43%** to **50%**
Avoid talking on your hands-free phone

 From **63%** to **71%**
Avoid texting or emailing while driving

 **35%**
Ride safe on a motorcycle

FEDERAL FUNDING SUMMARY FFY 2016

Program Area/Project	Approved HSP Budget	Sum of Obligations	Sum of Expenditures	Unexpended Balance
NHTSA 402 Funding				
<i>Planning and Administration</i>	275,000.00	275,000.00	207,275.34	67,724.66
<i>Crash Investigation</i>	0.00	103,134.00	100,808.00	2,326.00
<i>Occupant Protection</i>	488,629.00	483,629.00	408,457.61	75,171.39
<i>Pedestrian & Bicycle</i>	555,000.00	537,000.00	419,775.38	117,224.63
<i>Community /Roadway Safety</i>	0.00	40,000.00	20,000.00	20,000.00
<i>Speed Management/Enforce</i>	634,685.00	655,685.00	595,134.54	60,550.46
<i>Distracted Driving</i>	380,000.00	1,401,455.84	343,923.54	1,057,532.30
402 Total	\$2,333,314.00	\$3,495,903.84	\$2,095,374.41	\$1,400,529.43
2010 Motorcycle Funds	100,603.44	100,603.44	100,603.44	0.00
MAP 21 405(b) OP High Funding				
<i>405(b) High HVE</i>	0.00	20,000.00	19,659.83	340.17
<i>405(b) High Community CPS Services</i>	133,655.00	141,855.00	129,926.81	11,928.19
<i>405(b) High Occupant Protection</i>	316,445.00	442,673.98	250,019.02	192,654.96
<i>405(b) High Police Traffic Services</i>	30,000.00	10,000.00	9,975.00	25.00
<i>405(b) High Pedestrian/Bicycle</i>	154,566.00	154,566.00	113,160.32	41,405.68
<i>405(b) Distracted Driving</i>	35,889.00	35,889.00	23,974.05	11,914.95
MAP 21 405(b) OP High Total	\$670,555.00	\$804,983.98	\$546,715.03	\$258,268.95
MAP 21 405(c) Data Program Total	\$1,205,331.14	\$954,144.08	\$324,223.09	\$629,920.99
MAP 21 405(d) Impaired Driving Mid				
<i>405(d) Impaired Driving</i>	30,000.00	37,550.00	37,550.00	0.00
<i>405(d) Mid HVE</i>	934,268.00	1,769,116.63	885,730.13	883,386.50
<i>405(d) Mid ID Coordinator</i>	197,000.00	213,320.00	145,024.53	68,295.47
<i>405(d) Mid Court Support</i>	181,000.00	181,000.00	180,999.94	.06
<i>405(d) Mid Training</i>	124,346.00	124,346.00	86,065.48	38,280.52
<i>405(d) Mid 24-7 Sobriety Program</i>	50,000.00	50,000.00	42,132.40	7,867.60
MAP 21 405(d) Impaired Driving Total	\$1,516,614.00	\$2,375,332.63	\$1,377,502.48	\$997,830.15
MAP 21 405(f) Motorcycle Programs	\$130,384.59.00	\$135,663.68	\$79,559.03	\$56,104.65
Total Funding All Sources	\$5,956,802.17	\$7,866,631.65	\$4,521,309.79	\$3,345,321.86

GLOSSARY

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, 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
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 of Nevada, Las Vegas
UNR	University of 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 MAP-21 Highway Safety Act Authorization
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 Funding
2010	Section 2010 of SAFETEA-LU Highway Safety Act Authorization
Cat 10	State Funding: Child Passenger Safety