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INTRODUCTION



With the goal of eliminating traffic-related fatalities and serious injuries from its roadways, Nevada's **2020 Highway Safety Plan** (HSP) involves an annual collaboration with public and private stakeholders from across the State. Working with state, local, tribal, and federal partners interested in preventing traffic crashes through strategic use of the 4 E's of Safety: Engineering, Enforcement, Education, and Emergency Response, Nevada's HSP identifies proven countermeasures to move Nevada toward **Zero Fatalities**, its stated goal for the last decade. Reflecting the message that no fatalities are acceptable, the 2020 HSP focuses on strategies that foster the behavior changes necessary to meet this critical goal.

The federally-required HSP is based upon in-depth crash data trends and analyses that identify priorities for funding and drive strategic behavioral interventions in Nevada. Data findings from these assessments guide performance measure and program development, which help the Nevada Department of Public Safety (DPS), Office of Traffic Safety (OTS), in concert with stakeholders across the state, prioritize and direct resources to efforts and partners most likely to improve safety on Nevada roadways.

Planning and implementation of OTS' behavioral safety programming is aligned with efforts by Nevada's other principal safety partners, including the Nevada Department of Transportation (NDOT). Through NDOT's Highway Safety Improvement Plan (HSIP), engineering improvements enhance Nevada's roadway infrastructure to reduce crashes, fatalities, and injuries. Together, both state agencies actively participate in the Nevada Executive Committee on Traffic Safety (NECTS). NECTS is made up of traffic safety executives from agencies involved in road safety from across the State, including both OTS and NDOT leaders, working to develop a systemic approach to eliminating traffic deaths and injuries.

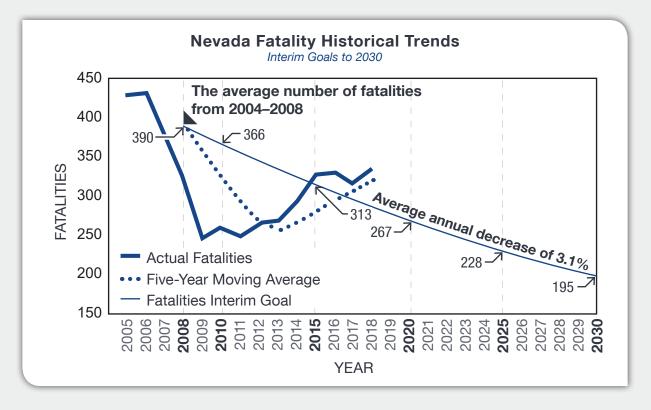
OTS' HSP planning efforts also reflect key priorities of the 2016-2020 Nevada Strategic Highway Safety Plan (SHSP), the comprehensive statewide plan that provides a coordinated framework for reducing fatalities and serious injuries on Nevada roadways. With leadership from NDOT and DPS, the SHSP establishes statewide goals and Critical Emphasis Areas (CEAs) that are developed in consultation with federal, state, local, and private sector stakeholders. Visit zerofatalitiesnv.com for more information and history of the Nevada SHSP and HSP implementation.

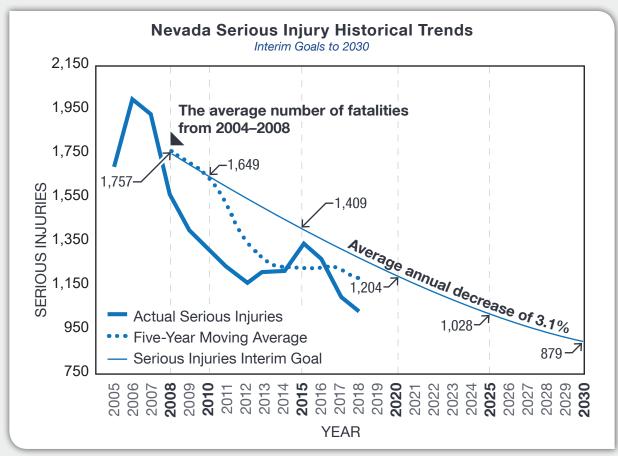
The 2020 HSP supports the seven CEAs identified in the 2016-2020 SHSP that offer the greatest potential for improving safety on Nevada roadways.



The 2020 HSP and NDOT's HSIP share coordinated safety targets for three core safety Performance Measures: the number of motor vehicle fatalities, the number of motor vehicle serious injuries, and the rate of motor vehicle fatalities per annual vehicle miles traveled (AVMT) on Nevada roadways. These shared target measures reinforce the commitment and focus required to reach the goal of Zero Fatalities on Nevada's public roads.

Nevada has a **Zero Fatalities** interim goal of reducing the 2004-2008 five-year moving average of 390.0 fatalities and 1,757 serious injuries in half by 2030. The two figures on the following page demonstrate we are currently on track to meet the interim goal for fatalities but not for serious injuries.





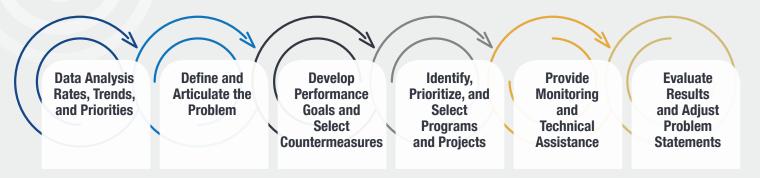
HIGHWAY SAFETY PLANNING PROCESS

While data drives the priorities of the Nevada HSP, putting that information into action requires the work and commitment of state and local partners seeking to be part of the solution. Once critical safety issues are identified, proposals to reduce or eliminate these safety concerns are sought and evaluated by the OTS prior to making funding decisions.

The OTS begins its grant proposal period in January each year and provides resources and information to grant applicants about the priorities to be addressed and the countermeasures OTS envisions. Potential grantees are invited to review crash data for an issue and/or geographic area and propose specific strategies and actions to counteract these risky behaviors. The HSP provides partners with key information about each safety focus area, providing current data and examples of past efforts that have received funding to address these issues. FFY 2020 grant projects are supported by both state and federal funds awarded to the OTS to address safety issues identified in the unified Nevada SHSP, moving the state closer to the goal of **Zero Fatalities**.

The Goal-Setting Process

The annual highway safety planning process is circular and continuous. At any one point in time, OTS may be working on previous, current, and upcoming fiscal year plans. Due to a variety of often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates. The planning process diagram and chart on this page visually capture the steps involved in the planning process.

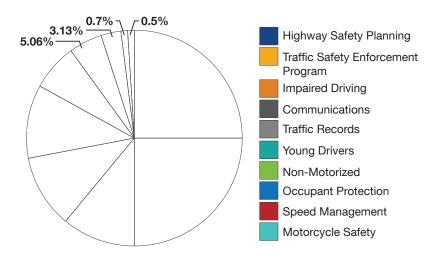


Funding Strategy

OTS annually awards federal funds to state, local, and non-profit organizations to actively partner in addressing priority traffic safety concerns.

Funds awarded are strictly for use in reducing motor vehicle fatalities and serious injuries through the implementation of programs or strategies addressing driver behavior in priority problem areas. These priority areas and their respective funding percentages are shown in the graphic to the right.

2020 Total Funding by Program Area



Grant Process

Formal project selection begins with organizations submitting either a Letter of Interest (LOI) or grant proposal to OTS. The LOI process is intended to solicit new traffic safety partners and provide potential program recipients with a simplified mechanism to propose programs. The invitation to submit an LOI includes requests for projects focused on Nevada's most recent data.

Criteria used to select projects includes:

- Is the project and supporting data relevant to the applicant's jurisdiction or area of influence?
- Is the problem adequately identified?
- Is the problem identification supported by accurate and relevant local data?
- Is there evidence that this type of project saves lives and reduces severe crashes?
- Are the goals and objectives realistic and achievable?
- Is this project cost effective?
- Is the evaluation plan sound (i.e., is the performance/progress measurable)?
- Is there a realistic plan for self-sustainability (if applicable)?
- Does the project use proven countermeasures?

Once proposals are received, OTS and a peer review committee review, score, and prioritize all grant applications for award. The most promising project proposals are accepted as funding levels permit and are noted in this HSP under the Performance Measure Program Areas they address. Once a grant award is made to a sub-recipient, negotiations are conducted as needed to develop specific targeted objectives and to ensure that budgets are appropriate for the activities to be performed.

The final selections of projects for the 2020 HSP were based on:

- 1. The analysis of Nevada highway safety information system data
- 2. An applicant's effectiveness or ability to improve the identified problem
- 3. OTS program assessments and management reviews conducted by the National Highway Traffic Safety Administration (NHTSA)
- 4. Support of priorities and strategies within Nevada's SHSP
- 5. Partner efforts and/or review provided by the:
 - Department of Health and Human Services
 - Statewide Community Coalitions
 - Traffic Records Coordinating Committee (TRCC)
 - Attorney General's Substance Abuse Work Group (Impaired Driving Subcommittee)
 - Nevada Highway Patrol (NHP) Multidiscipline Incident Response Team (MIRT)
 - Statewide law enforcement agencies
 - University of Nevada, Reno School of Medicine, Center for Traffic Safety Research
 - University of Nevada, Las Vegas Transportation Research Center, Vulnerable Road Users Project

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

Monitoring and Technical Assistance

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

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

Final Reports

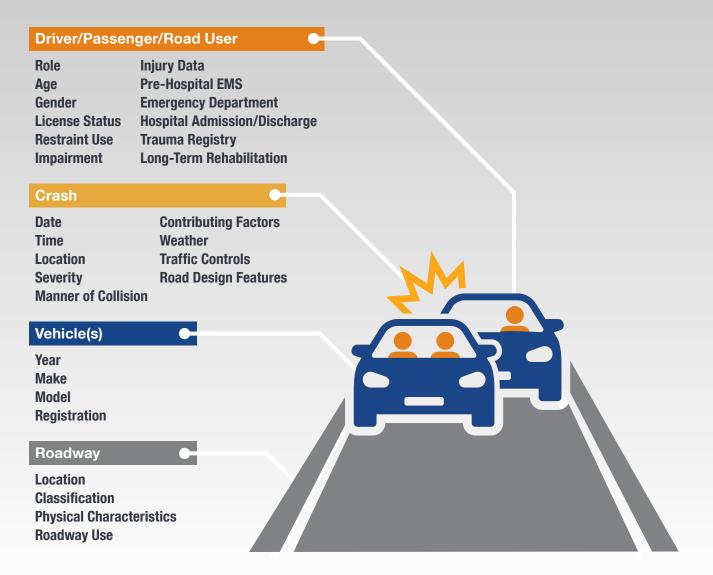
At the close of each fiscal year, grant sub-recipients must submit a final report detailing the successes and challenges of the project during the grant period. This information is compiled in the OTS Annual Report and used to evaluate progress toward OTS goals. It also assists in the assessment of future projects and documents OTS efforts to reduce fatalities and serious injuries.

DATA ANALYSIS AND CRITICAL EMPHASIS AREAS

The priorities and programs of Nevada's 2020 HSP are driven by data. The process of data analysis and problem identification involves a careful review of state crash data to identify Nevada's most pressing traffic safety issues. This review of crash data helps to determine primary focus areas, inform resource allocation, and serves as an effectiveness measure of prior safety efforts.

The crash data most often used in this analysis involves fatalities and serious injuries and is collected by law enforcement officers at the scene of these traffic crashes. Nevada law enforcement agencies utilize a centralized citation and crash reporting system, Brazos, which provides timely and consistent traffic data to OTS and other partners. In recent years, the integration of crash data with trauma center data has been funded to enable further analysis of the impacts of fatalities and serious injuries to society, such as medical costs, reduction of productivity, and other harms associated with these crashes. The chart below organizes the crash data collected for the crash, the vehicles involved, the driver/passenger/road user, and the roadway on which the crash occurred. Each element is used to guide Nevada safety stakeholders in making key decisions about safety priorities and resource expenditures.

Crash Data Elements



The Nevada HSP and SHSP utilize the same state and local data sources to ensure improvement strategies and grant-funded projects are directly linked to the factors contributing to fatal and serious injury crashes. The ability to access reliable, timely, and accurate crash data increases confidence in the overall effectiveness of the HSP and increases the likelihood of directing resources to strategies that will prevent the most crashes and assist in identifying locations with the greatest need.

Nevada collected data from a variety of sources to inform the 2020 HSP, including:

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

Nevada's traffic safety community is committed to exploring all avenues available to reduce fatalities and serious injuries on our roadways. Additional resources utilized in the data analysis process include the following:

- Data reflecting the increase/reduction for each CEA based on the interim goals of the SHSP
- Current CEA strategies and action steps
- Recommended strategies from the local organizations such as regional transportation commissions (RTCs), public transit, schools and universities, courts, etc.
- · Serious injury data from the state's four trauma centers, including both cost and severity of injury
- Consideration of other strategies and countermeasures

HSP Problem Identification and SHSP Critical Emphasis Areas (CEAs)

The Nevada 2020 HSP is closely aligned with the Nevada SHSP. Both plans identify issues with the greatest involvement in fatal and serious injury crashes and prioritize the actions that can best mitigate them. Official FARS data from NHTSA is used for fatalities whenever possible, with state data providing additional crash parameters and VMT.

This information, along with strategies for addressing the identified critical issues (found in NHTSA's "Countermeasures That Work" publication), help to determine where to focus HSP and SHSP efforts and resources and to evaluate effectiveness. Visit https://www.ghsa.org/resources/countermeasures for a full reference to the 9th Edition of this resource.

Nevada's current SHSP has prioritized seven CEAs:

- Impaired Driving Prevention
- Intersection Safety
- Lane Departure Prevention
- Motorcycle Safety

- Occupant Protection
- Pedestrian Safety
- Young Driver Safety

Young Drivers was selected as an additional CEA in 2017 because Young Drivers are over-involved in fatal crashes relative to the number of drivers in that age bracket. The creation of the Young Driver Safety Critical Emphasis Area also reflects Nevada safety stakeholders' belief that these drivers are impressionable and have the potential to change their behavior and will likely be drivers on Nevada roadways for many years to come.

Powered by the collective experience of diverse safety stakeholders, traffic safety task forces associated with each CEA meet quarterly to discuss strategies and assess the implementation of defined actions for each CEA. Additional areas of interest such as tribal safety, bicycles, older drivers, and outreach to minority populations are incorporated into the strategies of each task force. OTS staff are actively involved in all the task forces, with a lead role in the CEAs with a behavioral safety focus.

The following table includes a crash data summary for all the key elements of Nevada's safety program over the past 10 years. A detailed data analysis to be used in the selection of specific strategies to reduce fatal and serious injury crashes is included in the separate 2020 Nevada Traffic Safety Problem Identification Report.

Crash Data Summary	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities (Actual)	243	257	246	261	266	291	326	329	311	330
Serious Injuries	1,412	1,328	1,219	1,161	1,207	1,212	1,349	1,273	1,102	1,031
Fatality Rate/100 Million VMT	1.19	1.16	1.02	1.08	1.08	1.15	1.26	1.23	1.13	1.16
Unrestrained Passenger Vehicle Occupant Fatalities	74	77	64	63	57	65	72	72	69	76
Fatalities Involving Driver or Motorcycle Operator w/ > .08 BAC	69	69	70	85	81	93	99	102	88	87
Speeding-Related Fatalities	94	81	76	102	90	100	112	126	95	92
Motorcyclist Fatalities	42	48	41	43	59	63	55	74	54	59
Unhelmeted Motorcyclist Fatalities	2	10	5	10	7	8	11	12	8	9
Drivers Age 20 or Younger Involved in Fatal Crashes	37	23	26	35	30	37	39	39	27	34
Pedestrian Fatalities	35	36	46	55	65	71	66	80	91	79
Children Age 0-4 Fatalities	3	1	1	2	2	4	0	1	2	0
Bicycle Fatalities	6	6	4	3	7	8	10	6	9	8
Distracted Driving Fatalities		14	21	15	20	15	15	7	15	10
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	91%	93%	94%	91%	95%	94%	92%	89%	91%	92%

PERFORMANCE MEASURES

Targets for 2020 were set to reflect Nevada's **Zero Fatalities** interim goal of reducing the 2004-2008 five-year moving average of 390.0 fatalities in half by 2030. The current trend was projected through 2020 and a reduction from the 2020 projection was calculated for a linear reduction to meet the interim goal. The fit (R-squared) of the linear trend line for the four- and five-year periods through 2018 for both the actual number of fatalities and the five-year moving average were reviewed. The 2014-2018 five-year moving average had the highest correlation and was used to project the current trend through 2020.

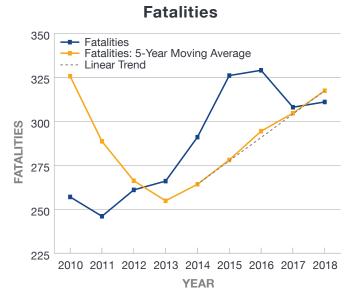
The following table includes a summary of all of Nevada's performance measures. Additional details on the three performance measures shared by the Nevada SHSP, HSP, and HSIP (fatalities, serious injuries, and fatality rate) are included on the following pages.

Details on the remaining HSP performance measures are incorporated into the HSP program area sections.

Crash Data and Trends	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2020
											Trend	Trend	Target
Fatalities: 5-Year Moving Average	359.6	325.6	288.6	266.2	254.6	264.2	278.0	294.6	304.6	317.4	331.0	344.1	330.6
Serious Injuries: 5-Year Moving Average	1,720.0	1,647.8	1,489.4	1,335.6	1,265.4	1,225.4	1,229.6	1,240.4	1,228.6	1,193.4	1,204.0	1,197.5	1168.5
Fatality Rate: 5-Year Moving Average	1.692	1.924	1.716	1.538	1.106	1.098	1.118	1.160	1.170	1.185	1.220	1.244	1.214
Unrestrained: 5-Year Moving Average	115.2	102.6	86.0	73.8	67.0	65.2	64.2	65.8	67.0	70.8	71.0	72.4	71.5
> .08 BAC: 5-Year Moving Average	114.4	101.2	86.4	79.8	74.8	79.6	85.6	92.0	92.6	93.8	97.7	100.8	97.2
Speeding: 5-Year Moving Average	120.6	104.8	88.2	89.2	88.6	89.8	96.0	106.0	104.6	105.0	114.5	119.1	114.1
Motorcyclist: 5-Year Moving Average	51.6	50.0	48.2	46.6	46.6	50.8	52.2	58.8	61.0	61.0	65.4	68.2	64.5
Unhelmeted: 5-Year Moving Average	9.6	8.6	7.8	8.4	6.8	8.0	8.2	9.6	9.2	9.6	9.9	10.2	9.8
Drivers Age 20 or Younger: 5-Year Moving Average	58.6	49.6	40.6	34.2	30.2	30.2	33.4	36.0	34.4	35.2	36.6	37.6	37.0
Pedestrians: 5-Year Moving Average	51.4	46.0	45.0	45.6	47.4	54.6	60.6	67.4	74.6	77.4	84.8	90.8	85.1
Children Age 0-4: 5-Year Moving Average (only when restraint use was known)	5.0	3.8	2.4	1.6	1.8	2.0	1.8	1.8	1.8	1.4	1.4	1.3	1.3
Bicyclists: 5-Year Moving Average	8.6	7.8	6.6	5.2	5.2	5.6	6.4	6.8	8.0	8.2	9.0	9.7	9.2
Distracted Driver: 5-Year Moving Average						17.0	17.2	14.4	14.4	12.4	11.5	10.3	10.1
Percent Observed Belt Use for Passenger Vehicles — Front Seat Outboard Occupants: 5-Year Moving Average	91.98	91.62	92.24	91.94	92.72	93.32	93.10	92.16	92.18	91.60	91.16	90.73	91.14

FATALITIES

As shown in the table and graph, Nevada's 2018 preliminary fatality number of 330 is equal to the highest number of fatalities in the last decade. The table includes the 2014-2018 number of fatalities, five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target.



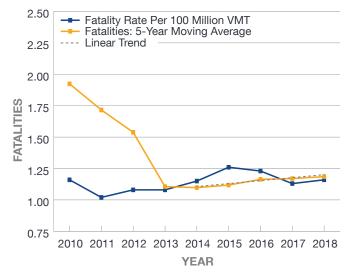
Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	291	326	329	311	330			
5-Year Moving Average	264.2	278	294.6	304.6	317.4	331.0	344.1	330.6

SERIOUS INJURIES

As shown in the table and graph, Nevada's 2018 preliminary serious injury number of 1,031 has been declining for the last several years and is the lowest number of serious injuries the state has experienced in the last 10 years.

The table includes the 2014-2018 number of serious injuries, five-year moving average, the projected 2019 and 2020 moving averages and the 2020 target.

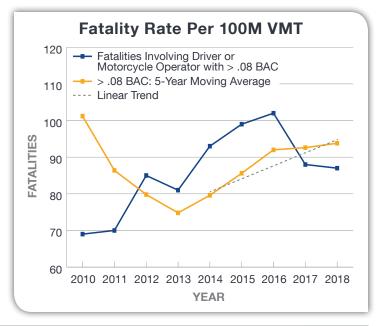
Serious Injuries



Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Serious Injuries	1,212	1,349	1,273	1,102	1,031			
5-Year Moving Average	1,225.4	1,229.6	1,240.4	1,228.6	1,193.4	1,204.0	1,197.5	1,168.5

■ TOTAL FATALITY RATE PER 100 MILLION VMT

As shown in the table and graph, Nevada's fatality rate has generally been increasing since 2011 but has dropped from a high of 1.26 in 2015 to 1.16 in 2018. The table includes the 2014-2018 fatality rate, five-year moving average, the projected 2019 and 2020 moving averages and the 2020 target.



Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatality Rate Per 100 Million VMT	1.15	1.26	1.23	1.13	1.16			
5-Year Moving Average	1.098	1.118	1.160	1.170	1.185	1.220	1.244	1.214

2020 HSP PROGRAM AREAS

The following sections include information on the performance measures and problem identification for the following program areas:

- Occupant Protection (Adult and Child Passenger Safety)
- Impaired Driving Prevention (Drug or Alcohol)
- Non-Motorized (Pedestrian and Bicyclist)
- Young Driver
- Motorcycle Safety
- Distracted Driving
- Speeding Prevention
- Communications (Media)
- Traffic Records



OCCUPANT PROTECTION (ADULT AND CHILD PASSENGER SAFETY)

Occupant protection includes planning and developing traffic injury control safety programs in the areas of seat belts, child car seat use, and automatic occupant protection systems. Nevada's HSP includes a comprehensive occupant protection program that educates and motivates the public to properly use available motor vehicle occupant protection systems. A combination of legislation and use requirements, enforcement, communication, education, and incentive strategies is necessary to achieve significant, lasting increases in seat belt and child safety seat usage.

Unrestrained Passenger Vehicle Occupant Fatalities, All Positions

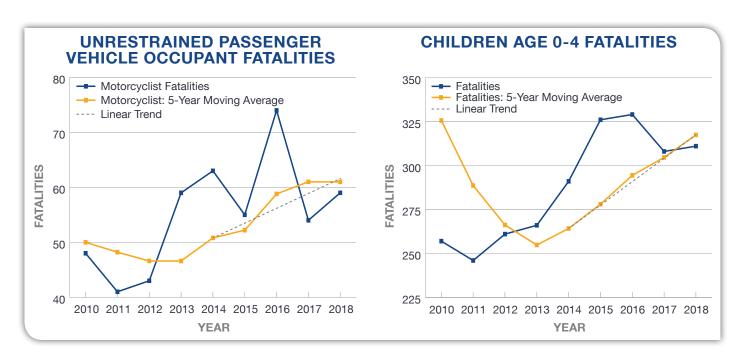
The following table and graph include the 2014-2018 number of unrestrained fatalities, the five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target.

Crash Data and Trends				

Child Passenger Safety

The following table and graph include the 2014-2018 number of fatalities for children ages 0-4, the five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target.

Crash Data and Trends				



Strategies

- Seat Belt Use Survey Seat belt use data helps OTS, policy makers, and local partners develop seat belt
 education and policy in Nevada. This is a NHTSA-required activity. An impromptu observational seat belt
 survey will be conducted during all Child Passenger Safety (CPS) seat inspection events.
- Outreach Communications and outreach strategies will be utilized to reduce traffic fatalities and serious
 injuries injury crashes by making the public aware of behaviors that lead to traffic crashes and Nevada's Zero
 Fatalities goal. Seat belt and CPS educational outreach will be combined during all CPS seat inspection
 events. Providing educational programs and partnering with other traffic safety advocates on safety belts,
 CPS, proper seating, and the use of child restraints will be continued.
- **HVE (High Visibility Enforcement)** HVE focusing on occupant protection non-use will be utilized to reduce traffic fatalities and serious injuries by citing drivers who are not wearing seat belts or not using child restraints.
- CPS Training and Installation CPS Technician training and installation support will be utilized to reduce
 traffic fatalities and serious injury crashes by providing training and certification costs for new CPS instructors,
 recertification costs for continuing instructors, child safety seats, and support for CPS installation programs
 and events. OTS partners with community organizations, law enforcement, hospitals, and health care providers
 to recruit and train technicians and trainers and notifies these partners in advance of certification classes.

- 2020 Occupant Protection Survey Seat belt use survey conducted by University of Nevada, Las Vegas.
- 2020 Outreach CPS Training and Installation.
- 2020 Communications Communications campaign.
- 2020 Traffic Safety Enforcement Program Occupant Protection Enforcement HVE for seat belt and child safety seat non-use conducted by law enforcement agencies statewide.
- 2020 Occupant Protection/CPS Programs CPS Training and Installation Coordination and support for CPS technician training, community outreach and education, and car seat installation stations. Partners include first responders and law enforcement, community programs, Native American Tribal populations, schools, foster care, and healthcare programs.

IMPAIRED DRIVING PREVENTION (DRUG OR ALCOHOL)

Nevada's HSP includes an impaired driving component that addresses highway safety activities related to impaired driving. Impaired driving means operating a motor vehicle while affected by alcohol and/or other drugs, including prescription drugs, over-the-counter medicines, or illicit substances. Impaired driving crashes describe crashes where the driver or rider is operating a motor vehicle at or above a 0.08% blood alcohol content (BAC) and/or is impaired by marijuana, opioids, methamphetamines, or any other potentially impairing drug.

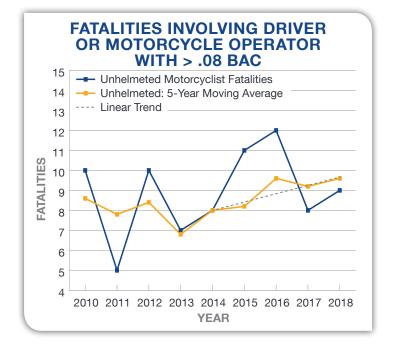
Fatalities Involving a Driver or Rider with BAC of 0.08 or Above

The following table includes the 2014-2018 number of fatalities involving a driver or rider with a BAC of 0.08 or above, five-year average of these crashes, the projected 2019 and 2020 moving averages, and the 2020 target for these crashes.

Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	93	99	102	88	87			
5-Year Moving Average	79.6	85.6	92.0	92.6	93.8	97.7	100.8	97.2

Strategies

- Law Enforcement Training –
 Law enforcement training will be utilized to reduce traffic fatalities and serious injury crashes by providing specialized skills needed to detect, arrest, and collect evidence of alcohol and drug-impaired driving.
- Judicial and Prosecutor Education –
 Judicial and prosecutor education will be
 utilized to reduce traffic fatalities and serious
 injury crashes by providing training to judges,
 prosecutors, and specialty court staff on best
 practices related to Driving Under the
 Influence (DUI) court principles, diversion
 programs, ignition interlock, and 24/7 program
 usage.
- Highway Safety Office Program
 Management Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.



- HVE (Pedestrian, Motorist, and Impaired) HVE will be utilized to reduce traffic fatalities and serious injury crashes by removing impaired drivers and pedestrians from the roads.
- Driving While Intoxicated (DWI) Courts DWI Courts are rated as highly effective for reducing recidivism.
 With the passage of mandatory ignition interlock, the specialty courts will need to assume an even stronger role in case management for DWI offenders. Funding for DWI Courts supports case management and coordination.

- 2020 DUI Law Enforcement Training Statewide DUI/Driving Under the Influence of Drugs (DUID) training in Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and comprehensive marijuana detection and prosecution knowledge delivered in person and via electronic trainings to law enforcement and prosecutors.
- 2020 Judicial and Prosecutor Training Training/education for judges, court staff and prosecutors.
- 2020 Program Management Highway Safety Office Program Management.
- 2020 Pedestrian and Motorist HVE High Visibility law enforcement directed at motorists and pedestrians.
- 2020 Impaired Driving HVE Impaired driving high-visibility/saturation enforcement.
- 2020 DUI Specialty Courts The DUI Court Program is a court-supervised, comprehensive treatment program
 for misdemeanor DUI offenders. The Felony DUI Court offers repeat DUI offenders with no fewer than three DUI
 offenses who are facing a minimum one-year prison sentence to receive treatment instead of incarceration. This
 project includes Carson City District Court, Las Vegas Justice Court and Washoe County Court.



NON-MOTORIZED (PEDESTRIAN AND BICYCLIST)

Nevada's HSP includes a comprehensive pedestrian and bicycle safety program that promotes safe pedestrian and bicycle practices, educates drivers to share the road safely with other road users, and provides safe facilities for pedestrians and bicyclists through a combination of policy, enforcement, communication, education, incentive, and engineering strategies.

Pedestrian Fatalities

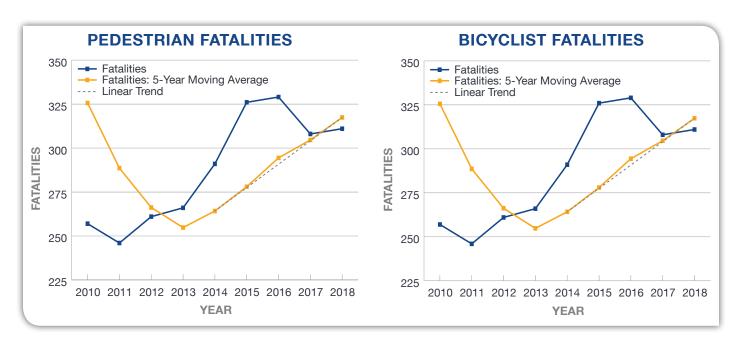
The following table includes the 2014-2018 number of pedestrian fatalities, five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target for pedestrian fatalities.

Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	71	66	80	91	79			
5-Year Moving Average	54.6	60.6	67.4	74.6	77.4	84.8	90.8	85.1

Bicyclist Fatalities

The following table includes the 2014-2018 number of bicyclist fatalities, five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target for bicyclist fatalities.

Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	8	10	6	9	8			
5-Year Moving Average	5.6	6.4	6.8	8.0	8.2	9.0	9.7	9.2



Strategies

- **Highway Safety Office Program Management** Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
- **HVE (Pedestrians/Bicyclists)** HVE will be utilized to reduce traffic fatalities and serious injury crashes by enforcing traffic laws for pedestrians, bicyclists, and drivers.
- Comprehensive Vulnerable Road Users Strategies Strategies include education for children and adults; conspicuity enhancement; driver, bicyclist, and pedestrian training; communications and outreach; and pedestrian safety zone/speed reduction advocacy will be utilized to reduce traffic fatalities and serious injury crashes by providing an all-inclusive approach to addressing vulnerable road user traffic fatality and serious injury crashes.

- 2020 OTS Program Management Program management (staff) for all traffic safety program areas.
- 2020 Pedestrian and Motorist HVE High visibility law enforcement directed at motorists and pedestrians.
- 2020 Pedestrian Programs Training, education, communications and outreach, targeted enforcement, conspicuity enhancement, community coalition participation, advocacy, speeding, and speed management directed at motorists, pedestrians, and bicyclists.



YOUNG DRIVERS

Nevada's 2020 HSP includes comprehensive strategies to address the issues associated with young driver overinvolvement in fatal and serious injury motor vehicle crashes. These efforts include training, licensing, education, and enforcement activities that positively impact the safety of novice drivers.

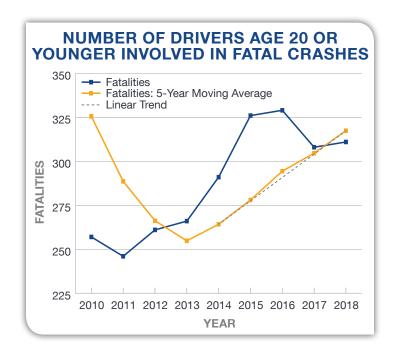
Drivers Age 20 or Younger in Nevada Fatal Crashes

The following table includes the 2014-2018 number of young drivers involved in fatal crashes, the five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target for these crashes.

Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	37	39	39	27	34			
5-Year Moving Average	30.2	33.4	36.0	34.4	35.2	36.6	37.6	37.0

Strategies

- School Programs Young driver educational programs will be utilized to reduce traffic fatalities and serious injury crashes by reaching young drivers with important safety information. Zero Teen Fatalities uses a combination of school and classroom presentations, assemblies, administrator/ educator meetings, parent presentations, driver education classes, and other venues and events to spread awareness about teen driving issues.
- Highway Safety Office Program
 Management Planning and administration
 will be utilized to reduce traffic fatalities and
 serious injury crashes by managing the
 activities of the Highway Safety Office.
- Driving Skills Training Programs –
 3,500 parents and high-school-age drivers will
 receive hands-on driving training and education
 in crash avoidance, traffic safety behaviors,
 vehicle familiarization, and traffic law.



- **2020 Young Driver Programs** Young driver programs delivered through high schools and community colleges, universities, vocational schools, community organizations, etc.
- 2020 OTS Program Management Program management (staff) for all traffic safety program areas.
- 2020 Driver Training Driver's Edge driving skills training program is a half-day, hands-on driving skills
 training workshop for young drivers and their parents. Young drivers are given comprehensive education and
 behind the wheel training delivered by race car drivers, law enforcement officers, commercial vehicle
 operators, and vehicle maintenance specialists.

MOTORCYCLE SAFETY

Nevada's 2020 HSP includes a comprehensive motorcycle safety program designed to reduce motorcycle crashes and related fatalities and injuries. Each comprehensive motorcycle safety program should address the use of helmets meeting Federal Motor Vehicle Safety Standard 218 as well as the safety benefits of other protective gear, proper licensing, impaired riding, rider training, conspicuity, and motorist awareness.

Motorcyclist Fatalities

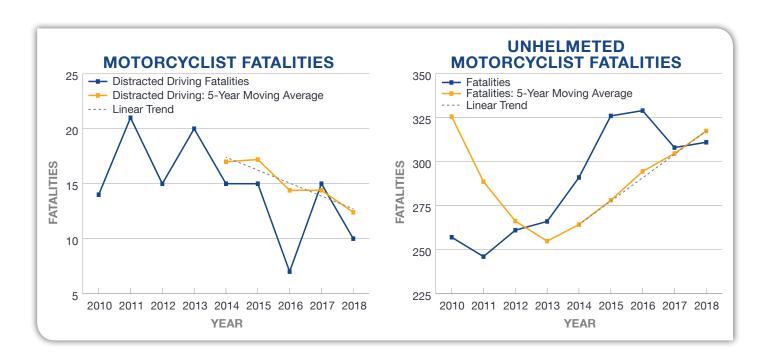
The following table includes the 2014-2018 number of motorcyclist fatalities, five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target for motorcyclist fatalities.

Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	63	55	74	54	59			
5-Year Moving Average	50.8	52.2	58.8	61.0	61.0	65.4	68.2	64.5

Unhelmeted Motorcyclist Fatalities

The following table includes the 2014-2018 number of motorcyclist fatalities, five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target for motorcyclist fatalities.

Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	8	11	12	8	9			
5-Year Moving Average	8.0	8.2	9.6	9.2	9.6	9.9	10.2	9.8



Strategies

- **Motorcycle Rider Training** Training will be utilized to reduce traffic fatalities and serious injury crashes by providing skills development, risk awareness, and safety education to motorcycle riders.
- **Highway Safety Office Program Management** Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
- **Communications Campaign** Outreach and communication related to promoting motorcycle safety.

- 2020 Motorcycle Rider Training Activities support the Nevada's comprehensive motorcyclist training program, including education of instructors, training classes, and training and education of at-risk motorcyclist populations.
- 2020 Communications Mass media, outreach, and communications of Zero Fatalities program, traffic safety emphasis areas (based on the problem identification), and safe driving behaviors.



DISTRACTED DRIVING

Nevada's 2020 HSP includes a comprehensive distracted driving program that focuses on the reduction of fatalities and injuries caused by inattentive drivers. Distraction occurs when a driver's mental or physical attention is diverted from driving to some other activity. A distraction can be produced by something a driver sees or hears, a physical task not directly involved in driving such as eating or operating the car radio, or mental activities such as conversations on a cell phone.

Distracted Driving Fatalities

The following table includes the 2014-2018 number of distracted driving-related fatalities, the five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 distracted driving target.

Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	15	15	7	15	10			
5-Year Moving Average	17.0	17.2	14.4	14.4	12.4	11.5	10.3	10.1

Strategies

- Work Zone Crash Reduction Fatal and non-fatal reduction in highway work zones via increasing driver awareness.
- Highway Safety Office Program
 Management Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
- High-Visibility Cellphone/Text Messaging Enforcement

- 2020 Work Zone Crash Reduction –
 Deployment of mobile high-speed rumble strips in highway construction zones to increase driver awareness and reduce speeds.
- 2020 Program Management –
 Program management (staff) for all traffic safety program areas.
- 2020 Distracted Driving HVE Statewide coordinated HVE by multiple law enforcement agencies. Up to six weeks of dedicated distracted driving HVE occur throughout the year, as well as continuing to be a focus area throughout all HVE mobilizations.



SPEEDING PREVENTION

Nevada's 2020 HSP includes a comprehensive speed management program that encourages drivers to voluntarily comply with speed limits. Speed management involves a balanced program effort that includes defining the relationship between speed, speeding, and safety; applying road design and engineering measures to obtain appropriate speeds; setting speed limits that are safe and reasonable; applying enforcement efforts and appropriate technology that effectively address speeders and deter speeding; marketing communication and educational messages that focus on high-risk drivers; and soliciting the cooperation, support, and leadership of traffic safety stakeholders.

Speeding-Related Fatalities

The following table includes the 2014-2018 number of speeding-related fatalities, five-year moving average, the projected 2019 and 2020 moving averages, and the 2020 target for speeding-related fatal crashes.

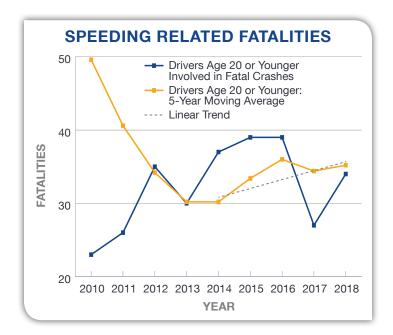
Crash Data and Trends	2014	2015	2016	BASELINE 2017	2018	TREND 2019	TREND 2020	TARGET 2020
Fatalities	100	112	126	95	92			
5-Year Moving Average	89.8	96.0	106.0	104.6	105.0	114.5	119.1	114.1

Strategies

 HVE (Speed) – High Visibility Enforcement will be utilized to reduce traffic fatalities and serious injury crashes by citing speeders.

Related Projects

• 2020 Speed HVE



COMMUNICATIONS (MEDIA)

Related Projects

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safe. However, in 2018 an estimated 329 people were killed on the roads—this is up from 309 in 2017. Many of these deaths can be directly traced to people choosing to not practice specific safety-driven behaviors while occupying the roadways. Threats to the public safety on the road are still present today and are evolving with time and culture. Therefore, the public must be educated about the dangers and virtues of making the right choices on the roads now more than ever.

The goal of Zero Fatalities is to raise awareness of the need to change poor driver behavior and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. The OTS will develop and publish behavioraltering messaging that addresses 1) impaired driving, 2) safety belt usage, 3) pedestrian, 4) motorcycle safety, and 5) distracted driving and other critical behaviors to establish a downward trend in fatalities and serious injuries. All messaging is a part of and support the State's Zero Fatalities mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada.

OTS also works with SHSP partners and other traffic safety advocates to saturate the media with educational, life-changing, effective traffic safety messages that supports Nevada's HSP and SHSP strategies.

Zero Fatalities Survey

Annually, the Zero Fatalities program conducts a public awareness survey to measure levels of awareness, impact, and effectiveness of Zero Fatalities messaging, as well as the public's education level of laws. This valuable data helps to identify where the Zero Fatalities program needs to focus future campaign efforts and policy initiatives.

Nevada Traffic Safety Summit

NDOT and DPS host the yearly Nevada Traffic Safety Summit. The summit brings transportation agencies, law enforcement, and other safety partners together to discuss the latest traffic safety trends and further strategies and programs to help save lives on Nevada roadways.



The purpose of these efforts is to raise awareness of critical traffic safety issues (HSP 2020 Performance Measures 1-14) and the need to change risky driver behavior. The OTS will coordinate targeted and effective public information campaigns that may address: 1) impaired driving, 2) safety belt usage, 3) pedestrian safety, 4) motorcycle safety, and 5) distracted driving and other problematic driving behaviors to reduce fatalities and serious injuries. All campaigns are part of and support the State's Zero Fatalities mission.

OTS will strive to accomplish specific and measurable objectives related to safety marketing during FY 2020. The overarching goal is to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

- 1. Increase or maintain seat belt usage in the 2020 observational survey
- 2. Reduce impaired driving crashes and fatalities in FY 2020
- 3. Reduce pedestrian fatalities in FY 2020
- 4. Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

Traffic safety is an every day issue, where one event can change the course of conversation. The communication program will balance a strategic focus on supporting behavioral areas of emphasis for the year, with ongoing efforts that support all behaviors by:

- 1. Maintaining high awareness of the Zero Fatalities brand, building on the baseline in place
- 2. Increasing public education and awareness of safe driving behaviors for motorists
- 3. Driving positive behavioral change that will result in a decrease in the total number of fatalities
- 4. Sharing campaign information with existing partners to support shared initiatives and increase effectiveness
- 5. Forging new and mutually beneficial partner relationships that will contribute to a culture of traffic and community safety
- **6.** Developing and growing a diverse network of organizations that are committed to the shared goal of Zero Fatalities, supporting community safety, public health, well-being, and risk reduction
- 7. Collaborating with partners to increase education and encouraging behavioral change, helping to build a culture of traffic safety in Nevada and continually striving to eliminate fatalities and serious injuries on our roadways
- 8. Providing opportunities for organizations to receive updated traffic safety training, focusing on the key factors contributing to crashes (e.g., impaired driving, occupant protection, pedestrian safety, distracted driving, and intersection safety)
- 9. The "Always On" approach will leverage an integrated mix of Paid + Earned + Owned + Partnerships to support initiatives. Some behaviors, such as Impaired and Speed, will receive paid media, while others (bicycle safety, distracted driving, pedestrian safety, occupant protection, motorcycle safety, and intersection safety) will receive coverage via owned and earned channels

TRAFFIC RECORDS

In support of Nevada's HSP and SHSP, there is a focus on improving data quality attributes for the primary data components in order to more effectively use existing traffic records to target strategies that reduce serious injuries and traffic fatalities towards Nevada's Zero Fatalities Goal. The following are the six primary data components and primary data quality attributes:

Six Primary Data Components:

- Crash
- Driver
- Vehicle
- Roadway
- Citation/Adjudication
- EMS/Injury Surveillance

Six Primary Data Quality Attributes:

- Timeliness
- Accuracy
- Completeness
- Uniformity
- Integration
- Accessibility

Nevada is making improvements on all data components and attributes. The current effort is focused on implementing recommendation from the 2015 Traffic Records Program Assessment. In addition, Nevada will be undergoing a new Traffic Records Program Assessment in 2020.

The primary challenge and associated effort has continued to center around the timeliness of crash data. Crash data has continued to lag a quarter to a half of a year with challenges between the electronic transfer between law enforcement agencies and NDOT Traffic Safety, who enters the data into NCATS. Focus areas of Nevada's traffic records program are timeliness, completeness, and integration. Additionally, data quality improvements to accuracy and uniformity within the statewide electronic crash/citation reporting system is underway. Improvements are also being made to improve the completeness of the data and integration of the data. The integration of the data continues to be on linking trauma data with crash data. Recommendations from the Occupant Protection Assessment are being applied in the realm of traffic records to send the University of Nevada School of Medicine staff to the University of Maryland to review best practices on trauma data linkage.

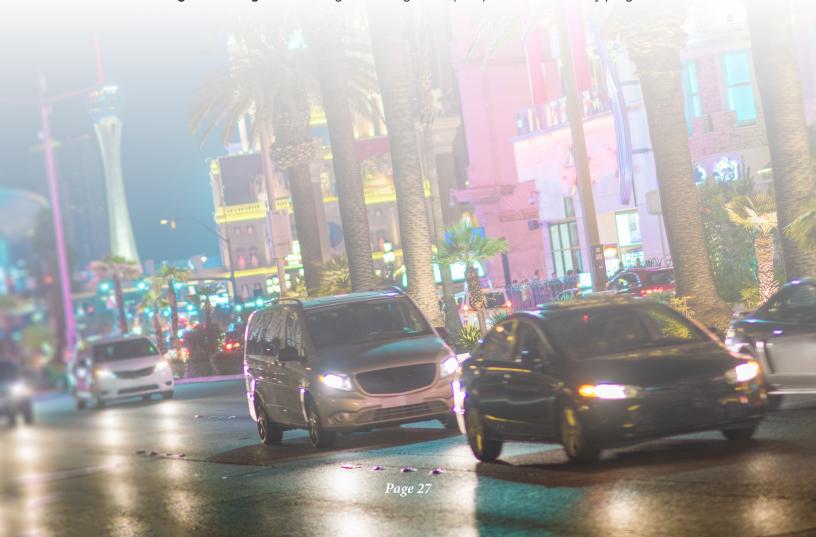
The following table describes the Performance Measures and target values set for 2020.

2020 Annual Performance Measures	Target Value
C-C-1: The percentage of crash records with no missing critical data elements	92
I-I-1: The percentage of appropriate records in the trauma database that are linked to the crash file	62
C-T-1: Traffic Records Crash Timeliness Median Days	12
C-T-2: Percentage crash report entered into database within 30 days after the crash	92

Strategies

- Improve timeliness of a core highway safety database Nevada is in final stages of implementing a statewide eCrash/eCite system that has all law enforcement agencies reporting traffic crash and citation data into a single electronic system. This allows law enforcement to submit crash and citation information in an expedient and effective manner to the State Departments of Public Safety and Transportation, and to the court system.
- Improve integration between one or more core highway safety databases Data integration is a key component of the full understanding of traffic crashes. Integration of crash data components is a best practice and a recognized strategy per NHTSA Traffic Records Technical Assessment.
- Improve completeness of a core highway safety database Thorough and complete traffic crash data provides key information to improving safety; educating planners, law enforcement, policy makers and the driving public; and increasing data validity.
- **Highway Safety Office Management** Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.

- 2020 Electronic Crash Reporting System Improvements Quarterly meetings will be held with system users
 Law Enforcement Agencies (LEAs), the state, and the vendor to implement system enhancements and improve
 functionality. System interface development connects LEA records management systems to the central eCrash/
 eCite system. This includes initial system implementation costs for devices and training for LEAs.
- 2020 Crash Data Integration EMS and trauma data integration.
- 2020 Data Quality Projects Training and education for first responders to improve data collection and crash data retrieval.
- 2020 OTS Program Management Program management (staff) for all traffic safety program areas.



FUNDING SUMMARY

Project Name	Program Area	Funding Source	Budget
Highway Safety Plan and Annual Report Project	Communications	402	\$20,000.00
Traffic Safety Summit	Communications	402	\$30,000.00
Rail Safety for NV Mining	Communications	402	\$4,000.00
Media & Marketing: MASTER	Communications	402	\$150,000.00
MADD Court Monitoring Program	Impaired Driving	402	\$60,000.00
DRE / ARIDE Training	Impaired Driving	402	\$38,000.00
Ron Wood Child Car Seat Safety Program	Occupant Protection	402	\$25,941.00
REMSA Point of Impact Program	Occupant Protection	402	\$13,088.00
Planning and Administration	Planning & Administration	402	\$357,990.00
Professional Development	Program Management	402	\$20,000.00
Program Management	Program Management	402	\$520,701.00
Contract Services – As Needed Support	Program Management	402	\$10,000.00
Carson City Sheriff Radar	Speed Management	402	\$20,000.00
Lincoln County SO Speed Project	Speed Management	402	\$27,500.00
ANSTSE – Novice Teen driver Education and Training Administrative Standards	Young Drivers	402	\$35,000.00
Program Management	Occupant Protection	405b	\$9,941.00
Car Seat Support of Income Targeted Populations	Occupant Protection	405b	\$10,300.00
EV Family Traffic Safety 2018 – Child Restraint Safety Program	Occupant Protection	405b	\$11,241.00
Lyon Co. Child Seat Safety	Occupant Protection	405b	\$4,085.00
NyECC Child Passenger Safety	Occupant Protection	405b	\$13,088.00
Kinship Caregivers	Occupant Protection	405b	\$6,500.00
First Responders/CPS Training	Occupant Protection	405b	\$33,590.00
Observational Seat Belt Use Survey FY20	Occupant Protection	405b	\$95,526.00
Program Management	Traffic Records	405c	\$87,889.00
Brazos Working Group/Crash Record Technical Group	Traffic Records	405c	\$10,000.00
TS-RMS Interfaces	Traffic Records	405c	\$20,000.00
NHP Crash Data Retrieval	Traffic Records	405c	\$55,215.00
Crash 2 Vehicle Training	Traffic Records	405c	\$24,000.00
Traffic Records Fixed Deliverables	Traffic Records	405c	\$50,000.00
TRCC Strategic Plan Coordination and Development	Program Management	405c	\$75,000.00
Traffic Records Data Quality Project	Traffic Records	405c	\$50,000.00
Program Management	Impaired Driving	405d	\$19,800.00
Carson City DUI Specialty Court Case Manager	Impaired Driving	405d	\$30,000.00
NHP DUI Enforcement Saturations Patrols	Impaired Driving	405d	\$100,000.00
LVMPD 2018 Traffic Safety DUI Mobile Processing	Impaired Driving	405d	\$75,000.00
2018 DUI Enforcement	Impaired Driving	405d	\$75,000.00
District Court-Clark County	Impaired Driving	405d	\$30,000.00
Impaired Driving	Impaired Driving	405d	\$25,000.00

Project Name	Program Area	Funding Source	Budget
Data Analysis BAC Testing	Impaired Driving	405d	\$3,500.00
Las Vegas Justice Court DUI Court	Impaired Driving	405d	\$50,000.00
DUI Training for Courts/Judges/Prosecutors	Impaired Driving	405d	\$30,000.00
RPD Preventing Impaired Driving through Education and Enforcement	Impaired Driving	405d	\$35,000.00
Washoe County Felony DUI Court	Impaired Driving	405d	\$30,000.00
Motorcycle Programs	Motorcycle Safety	405f	\$33,874.00
NLVPD Traffic Safety "Pedestrian Safety, Awareness and Education Program"	Non-Motorized	405h	\$40,000.00
LVMPD Pedestrian Enforcement	Non-Motorized	405h	\$75,000.00
Traffic and Pedestrian Safety Campaign	Non-Motorized	405h	\$12,500.00
Pedestrian Safety Project	Non-Motorized	405h	\$12,500.00
Rethink Your Step	Non-Motorized	405h	\$14,580.00
Program Management	Non-Motorized	405h	\$28,256.00
Reno PD Pedestrian Safety Program	Non-Motorized	405h	\$40,000.00
Washes County District Attarnayla Office TCDD	Impaired Driving	Multiple	\$50,000.00
Washoe County District Attorney's Office TSRP	Impaired Driving	Multiple	\$150,000.00
UNLV Program Evaluation	Program Evaluation	Multiple	\$50,000.00
Program Management	Program Management	Multiple	\$376,825.00
Joining Forces High Visibility Enforcement	Multiple	Multiple	\$1,700,000.00
Program Development	Multiple	Multiple	\$2,475,000.00
			\$7,450,430.00

Project Name	Program Area	Funding Source	Budget
Zero Teen Fatalities Program	Young Drivers	D0T21	\$142,110.00
Program Management	Program Management	D0T21	\$156,112.00
Traffic Safety Outreach/Education	Communications	D0T21	\$10,000.00
SHSP Implementation	Communications	D0T21	\$16,816.00
Driver's Edge – Teen Safe Driving Program	Young Drivers	D0T21	\$284,962.00
Vulnerable Road Users Project 2018	Non-Motorized	D0T21	\$150,000.00
Media & Marketing: MASTER	Communications	D0T21	\$540,000.00
NCATS MSA	Traffic Records	DOT23	\$75,000.00
UNSOM Trauma Data & EMS Integration	Traffic Records	DOT23	\$359,807.00
Tyler/Brazos Contract	Traffic Records	DOT23	\$105,108.00
			\$1,839,915.00

GLOSSARY

Acronyms o	f the Nevada Highway Safety Office
AGACID	Attorney General's Advisory Coalition on Impaired Driving
AL/ID	Impaired Driving (Alcohol or Impaired Driving)
AOC	Administrative Office of the Courts (state)
AVMT	Annual Vehicle Miles Traveled
B/P	Bicycle and Pedestrian
BAC	Blood Alcohol Content
BDR	Bill Draft Request (Legislative)
BIID	Breath Ignition Interlock Device
CEA	Critical Emphasis Area (SHSP)
CIOT	"Click it or Ticket" seat belt campaign
CPS	Child Passenger Safety
CY	Calendar Year
DD	Distracted Driving
DMV	Department of Motor Vehicles
DPS-0TS	Department of Public Safety's-Office of Traffic Safety
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
EMS	Emergency Medical Systems
EUDL	Enforcing Underage Drinking Laws
FHWA	Federal Highways Administration
FMCSA	Federal Motor Carrier Safety Administration
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
GR	Governor's Representative for Highway Safety
HSC	Highway Safety Coordinator
HSP	Highway Safety Plan (Behavioral Traffic Safety)
INTOX Committee	Committee on Testing for Intoxication
JF	Joining Forces
LEL	Law Enforcement Liaison
MAP-21	Moving Ahead for Progress in the 21st Century
MC	Motorcycle Safety
MPO	Metropolitan Planning Organization (In NV = RTC)
MVMT	Million Vehicle Miles Traveled
MVO	Motor Vehicle Occupant
NCATS	Nevada Citation & Accident Tracking System
NCJIS	Nevada Criminal Justice Information System
NCSA	National Center for Statistics & Analysis
NDOT	Nevada Department of Transportation
NECTS	NV Executive Committee on Traffic Safety

Acronyms o	f the Nevada Highway Safety Office
NEMSIS	National Emergency Medical Services Information System
NHP	NV Highway Patrol
NHTSA	National Highway Traffic Safety Administration
OP	Occupant Protection
OPC	Occupant Protection for Children
OTS	Department of Public Safety's-Office of Traffic Safety
P&A	Planning and Administration
PA	Project Agreement
PBT	Preliminary Breath Tester
PD	Police Department
PED	Pedestrian Safety
PI &E	Public Information and Education
PM	Performance Measure
RFF OR RFP	Request for Funds or Request for Proposal
RTC	Regional Transportation Commission
SAFETEA-LU	Safe, Accountable, Flexible, Transparent, Efficient Transportation Equity Act—A Legacy for Users
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan (Many Partners)
S0	Sheriff's Office
TRCC	Traffic Records Coordinating Committee
TWG	Technical Working Group
UNLV	University Nevada—Las Vegas
UNR	University Nevada—Reno
UNSOM	University of Nevada School of Medicine
TRC	UNLV's Transportation Research Center
VMT	Vehicle Miles Traveled

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

OTS FUNDING GLOSSARY

402	NHTSA Section 402 Highway Safety Programs
405	NHTSA Section 405 National Priority Safety Programs 405(b) - Occupant Protection 405(c) - Traffic Records 405(d) - Impaired Driving 405(f) - Motorcycle Safety 405(h) - Non-Motorized Safety
NDOT	Nevada Department of Transportation Highway Safety
CPASS	State Funding: Child Passenger Safety

RESOURCES

The following are lists of websites and documents that were used in the development of Nevada's HSP and/or will be beneficial to grantees to reference for their grant applications and project implementation.

Websites:

- http://ots.nv.gov/
- https://www.nevadadot.com/
- https://www.trafficsafetymarketing.gov/
- http://zeroteenfatalities.com/
- http://www.zerofatalitiesnv.com/
- http://nhp.nv.gov/
- http://dps.nv.gov/
- https://cdan.nhtsa.gov/stsi.htm
- http://www.nsc.org/pages/home.aspx
- https://www.responsibility.org/
- http://www.nrsf.org/
- http://www.towardzerodeaths.org/

Documents:

- Highway Safety Plan FY 2020 Nevada https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nv_fy20_hsp.pdf
- Countermeasures That Work
 https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf
- 2016-2020 Nevada Strategic Highway Safety Plan http://www.zerofatalitiesnv.com/wp-content/uploads/2015/03/SHSP_Report_Nov2016.pdf
- FARS report http://ots.nv.gov/Programs/FARS/
- NHTSA Communications Calendars https://www.trafficsafetymarketing.gov/calendars

