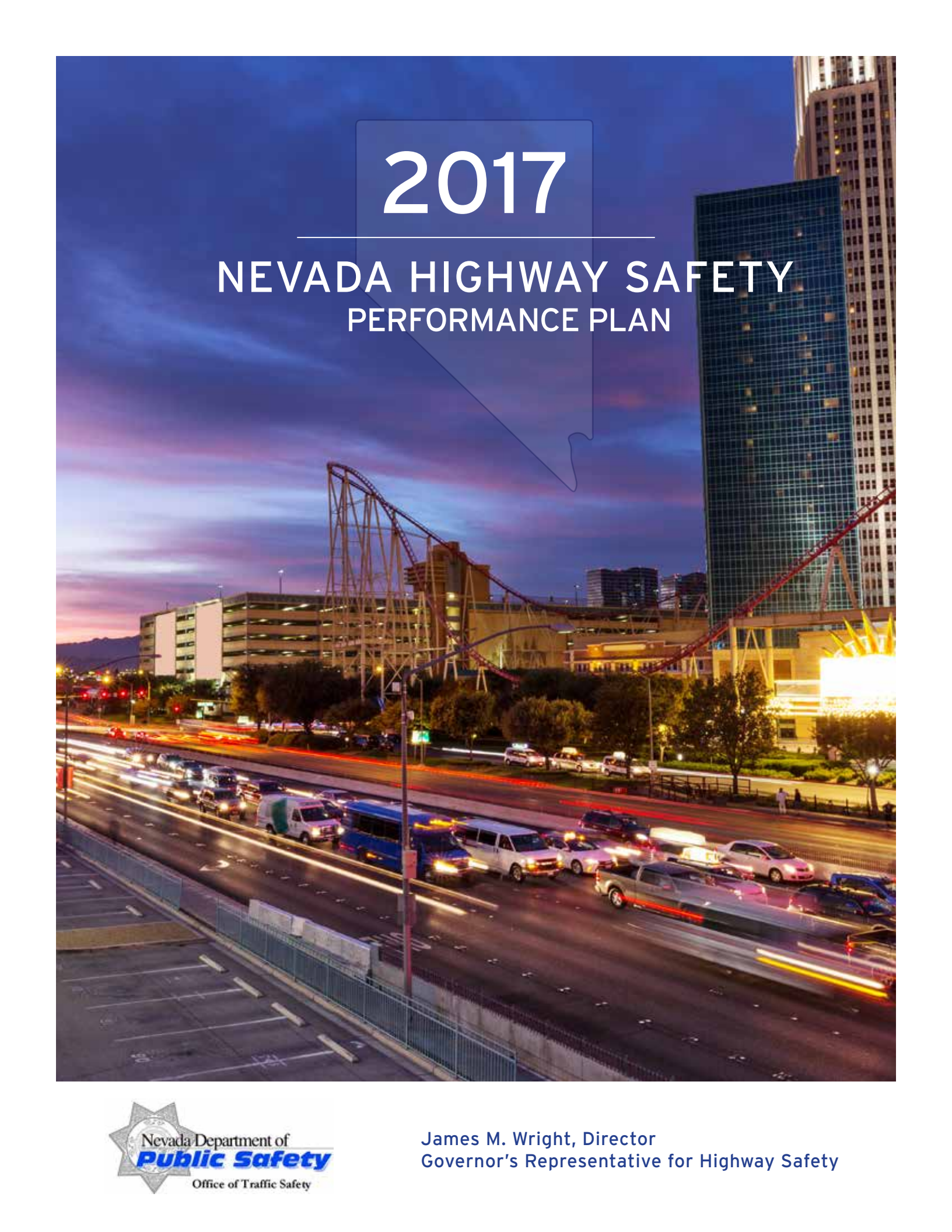




2017

NEVADA HIGHWAY SAFETY PERFORMANCE PLAN



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Governor's Representative for Highway Safety

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INTRODUCTION

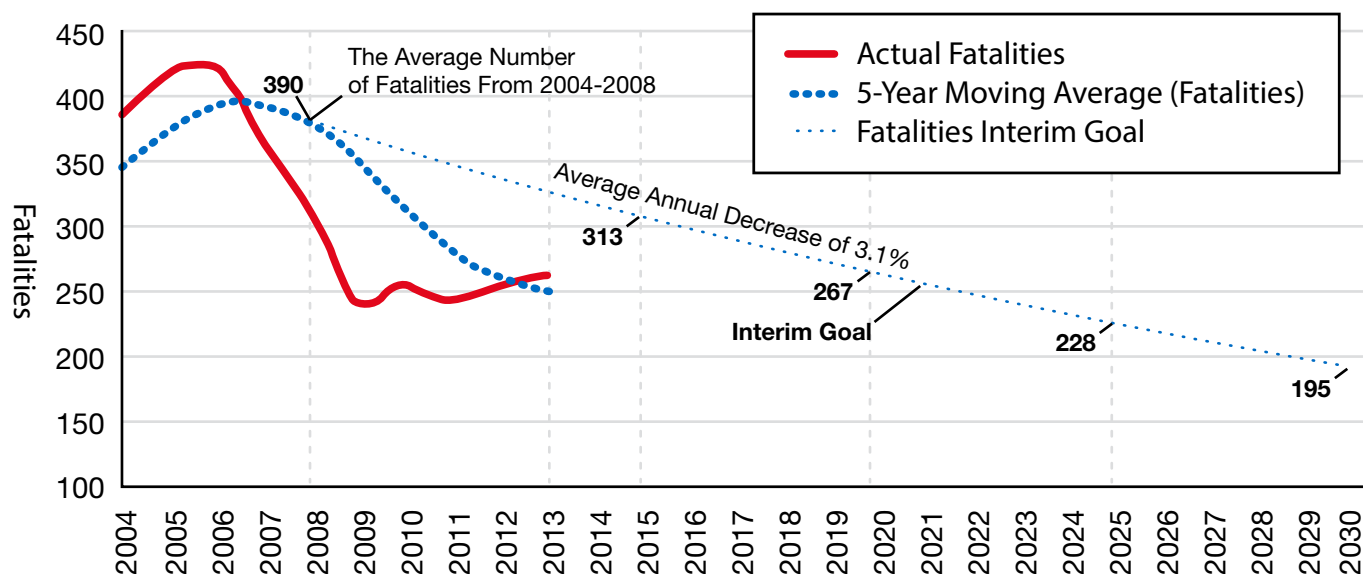
Zero Fatalities has been Nevada's official traffic safety goal since 2010 when it was adopted by the Nevada Executive Committee on Traffic Safety (NECTS). NECTS oversees Nevada's Strategic Highway Safety Plan. These strategies were developed by multiple disciplines and partners across the state. These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

For the Highway Safety Plan (HSP), and for the Highway Safety Improvement Plan (HSIP) for FFY 2017, OTS and NDOT have the same target goals for the first three performance measures: number of motor vehicle fatalities, number of serious injuries, and rate of fatalities per annual vehicle miles traveled (AVMT). This is a significant step in the sharing of resources for an already strong partnership, and brings cohesiveness to the State's SHSP.

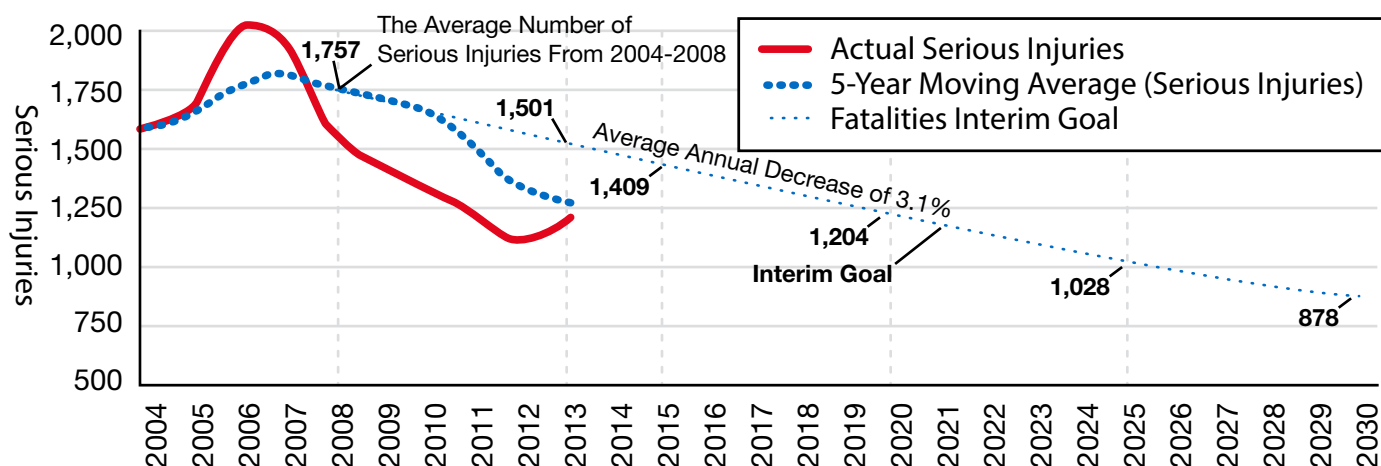
Critical emphasis areas (CEA) of the plan include Impaired Driving, Unrestrained Vehicle Occupants, Pedestrian Safety, Lane Departures (Distracted/Drowsy Driving), and Intersection Crashes (Red Light Running). Motorcycle Safety was adopted as the sixth emphasis area in 2014 due to a spike in these vehicle crashes and fatalities in Nevada. OTS opened its grant proposal period in January 2016. Prioritizing these problem areas and providing applicants with resource guidance to available proven countermeasures helps to combat their local traffic problems. Funding for 2017 grant projects includes State funds awarded to OTS to manage behavioral projects that will support strategies in the unified SHSP.

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

Nevada Fatality Historical Trends
Interim Goals of 2030



Nevada Serious Injury Historical Trends Interim Goals of 2030



SHSP partners and advocates reviewed the most recent crash data, as well as the strategies currently outlined in the SHSP for reliability, analysis of improvement, and next steps in revising the SHSP for 2016. They also participated in 'Road Shows'* across the state to obtain feedback and suggestions for revising the Plan.

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

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

NDOT's Highway Safety Improvement Plan will focus on engineering remedies to reduce fatalities and serious injuries on Nevada's roads. As fatalities are reduced, the ability to reach the remaining risk-taking drivers, passengers, and vulnerable road users with safe driving messages will be even more difficult for OTS and its partners. In FFY2017, OTS will focus its efforts and resources on those most critical traffic safety problems identified by state and local agencies, and all SHSP partners, to progress toward Everyone's** goal of 'Zero Fatalities.'

*Nevada Department of Public Safety-Office of Traffic Safety (DPS-OTS) and Nevada Department of Transportation (NDOT) jointly participate in annual Road Shows across the state, where SHSP strategies and projects are discussed within local communities to seek input on performance targets, chosen strategies, and what continuing efforts are needed for consideration in the Plan. These workshops also seek new partnerships in implementing the overall Plan.

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

HIGHWAY SAFETY PLANNING PROCESS

MISSION

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

HIGHWAY SAFETY PLAN

Nevada's Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive plan that provides a coordinated framework for reducing fatalities and serious injuries on Nevada's public roads. The SHSP strategically establishes statewide goals and Critical Emphasis Areas (CEA) developed in consultation with federal, state, local, and private sector safety stakeholders.

Nevada, under the leadership of Nevada Departments of Transportation and Public Safety, completed development of its first SHSP in 2006 and updated the plan again in 2011 (www.zerofatalitiesnv.com). The 2016-2020 SHSP has been updated this year and continues to reflect Nevada's top six traffic problem areas as seat belts, impaired driving, pedestrians, lane departures, motorcycles, and intersection safety. A broad range of agencies and other organization partners participate in both the planning as well as the implementation process of the SHSP through the leadership of the Nevada Executive Committee on Traffic Safety (NECTS) and the Plan's Technical Working Group (TWG).

During Nevada's recently held 2016 Traffic Safety Summit, participants broke out into workshops that covered the CEAs.

Several resources are utilized to assist in the data analysis process, including the following:

- Data reflecting the increase/reduction for each CEA based on the interim goals of the SHSP
- Current CEA strategies and action steps
- Recommended strategies from the Road Show participants
- Strategies and countermeasures that have proven effective (and those that have not)
- Serious injury data from the State's four Trauma Centers (both cost and severity of injury)
- Consideration of other strategies and countermeasures

DATA ANALYSIS, PROBLEM IDENTIFICATION, AND SETTING TARGETS

Data Analysis

The process involves a careful review of Nevada crash data in identifying the state's critical emphasis areas, or problem traffic issues. The current SHSP has six CEA's:



The SHSP as well as the Highway Safety Plan are data driven. Data helps determine where to focus efforts and limited resources, and evaluation to determine strategy effectiveness. The majority of data used in developing and monitoring the SHSP is crash data involving fatalities and serious incapacitating injuries. This data is collected by police officers at the scene of a traffic crash on police accident reports, or PARS.

Information related to crash incidents, vehicles, drivers, and passengers is captured and maintained in a state repository. This database contains all of the related traffic information, including date, time, location, severity, manner of collision, contributing factors, weather, traffic controls, and design features of the road, to name a few.

Vehicle information may include year, make, model, and registration of the vehicles involved. Driver and passenger information typically includes age, gender, license status, and injury data. Injury Surveillance Systems (ISS) typically provide data on EMS (pre-hospital), emergency department (ED), hospital admission/discharge, trauma registry and long-term rehabilitation. Roadway information includes roadway location and classification (e.g. interstates, arterials, collectors, etc.), as well as a description of the physical characteristics and uses of the roadway. Location reference systems vary around the country, but are becoming increasingly dependent upon GPS for accurate location information.

Ideally a state should be able to track a citation from the time it is issued by a law enforcement officer through prosecution and disposition in a court of law. Citation information should be tracked and linked to driver history files to ensure unsafe drivers are not licensed. States have found that citation tracking systems are useful in detecting recidivism for serious traffic offenses earlier in the process (i.e., prior to conviction) and for tracking the behavior of law enforcement agencies and the courts with respect to dismissals and plea bargains. Nevada's Citation and Accident Tracking System (NCATS) is used to collect this data.

Data Team

In early 2010, the Nevada Executive Committee on Traffic Safety approved the formation of a SHSP Data Team, which was charged with developing a unified SHSP data message. Activities include recommending crash statistic definitions that are acceptable to all major data generators and users; initiation of data integration between the 4Es; and obtaining annual data reports from OTS and NDOT for updating the CEA tracking tools and SHSP fact sheets.

The Nevada OTS Annual Highway Safety Plan is driven by the same state and local crash data as the statewide SHSP to ensure that the recommended improvement strategies and grant-funded projects are directly linked to the factors contributing to the high frequency of fatal and life-changing injury crashes. The ability to access reliable, timely, and accurate data helps increase the overall effectiveness of the plan and increases the probability of directing resources to strategies that will prevent the most crashes, and assist in identifying locations with the greatest need. Nevada collected data from a variety of sources as a prelude to this 2017 Highway Safety Plan, including:

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

Crash Data and Trends

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2017
Fatalities (Actual)	373	324	243	257	246	261	266	290	326	312		
Fatalities: 5-Year Moving Average PM1		390	360	326	289	266	255	264	278	291	303	302
# of Serious Injuries	1,930	1,558	1,412	1,328	1,219	1,099	1,196	1,206	1,195	1,200	1,206	
Serious Injuries: 5-Year Moving Average PM2		1,757	1,720	1648	1,489	1,323	1,251	1,210	1,183	1,179	1,201	1,200
Fatality Rate /100 Million VMT	1.68	1.56	1.19	1.16	1.02	1.08	1.08	1.15	1.18	1.22	1.26	
Fatality Rate: 5-Year Moving Average PM3		1.84	1.69	1.51	1.32	1.20	1.11	1.10	1.10	1.14	1.18	1.17
# of Unrestrained Passenger Vehicle Occupant Fatalities	124	91	74	77	64	63	57	65	62	61	61	
# Unrestrained: 5-Year Moving Average PM4		125	115	103	86	74	67	65	62	62	61	60
# of Fatalities Involving Driver or Motorcycle Operator w/ > .08 BAC	118	106	69	69	70	85	79	93	96	102	108	
w/ > .08 BAC: 5-Year Moving Average PM5		123	114	101	86	80	74	79	85	91	96	95
# of Speeding-Related Fatalities	97	93	94	81	76	102	90	100	105	111	116	
# Speeding: 5-Year Moving Average PM6		129	121	105	88	89	89	90	95	102	104	103
# of Motorcyclist Fatalities	51	59	42	48	41	43	59	63	72	80	88	
# Motorcyclist: 5-Year Moving Average PM7		54	52	50	48	47	47	51	56	63	73	72
# of Unhelmeted Motorcyclist Fatalities	7	15	2	10	5	10	7	8	10	10	10	
# Unhelmeted: 5-Year Moving Average PM8		12	10	9	8	8	7	8	8	9	9	8
# of Drivers Age 20 or Younger Involved in Fatal Crashes	67	50	37	23	26	35	30	37	40	43	46	
# Drivers 20 or Younger: 5-Year Moving Average PM9		62	59	50	41	34	30	30	34	37	39	38
# of Pedestrian Fatalities	52	56	35	36	46	55	65	70	81	89	98	
# Pedestrians: 5-Year Moving Average PM10		56	51	46	45	46	47	54	63	72	81	80
# Law Enforcement Agencies submitting electronic citations to AOC PM11						15	15	21	23	23	23	23
# Children Age 0-4 Fatalities	6	1	3	1	1	2	2	4	4	4	4	
# Children 0-4: 5-Year Moving Average PM12 only when restraint use was known		5	5	4	2	2	2	2	3	3	4	3
# Bicycle Fatalities	10	7	6	6	4	3	7	8	10	11	13	
# Bicyclists: 5-Year Moving Average PM13		7	9	8	7	5	5	6	6	8	10	9
# Distracted Driving Fatalities				14	21	15	20	15	15	15		
# Distracted: 5-Year Moving Average PM14							18	17	17	16	13	12
% Observed Belt Use for Passenger Vehicles—Front Seat Outboard Occupants	92	90	90	93	94	91	95	94	94	95	95	
% Observed Seat Belt: 5-Year Moving Average		91	92	91	92	92	93	93	94	94	95	95
# of 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				
# Seat Belt Citations: 5-Year Moving Average		1,701	2,439	3,532	4,649	5,184	4,390	4,381	3,289	4,381	3,289	3,288
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	504	494	1,014	832	554	1,226	543	720				
# Impaired Driving Arrests: 5-Year Moving Average		200	402	569	680	824	834	775	609	775	609	608
# of Speeding Citations Issued During Grant-Funded Enforcement Activities	7,752	15,345	19,561	16,612	14,863	14,422	12,124	23,964				
5-Year Moving Average		4,619	8,532	11,854	14,827	16,161	15,516	16,397	13,075	16,397	13,075	13,074

OTS Numbers

Estimate using linear trend back to year in bold

Trend

Target

Demographics

The majority of Nevada's population (96 percent) is located within 70 miles of two metropolitan areas: Las Vegas on I-15, 40 miles from the California border; and Reno, 450 miles to the north and just 10 miles from the California border on I-80. Much of this population experiences commute times of over an hour.

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

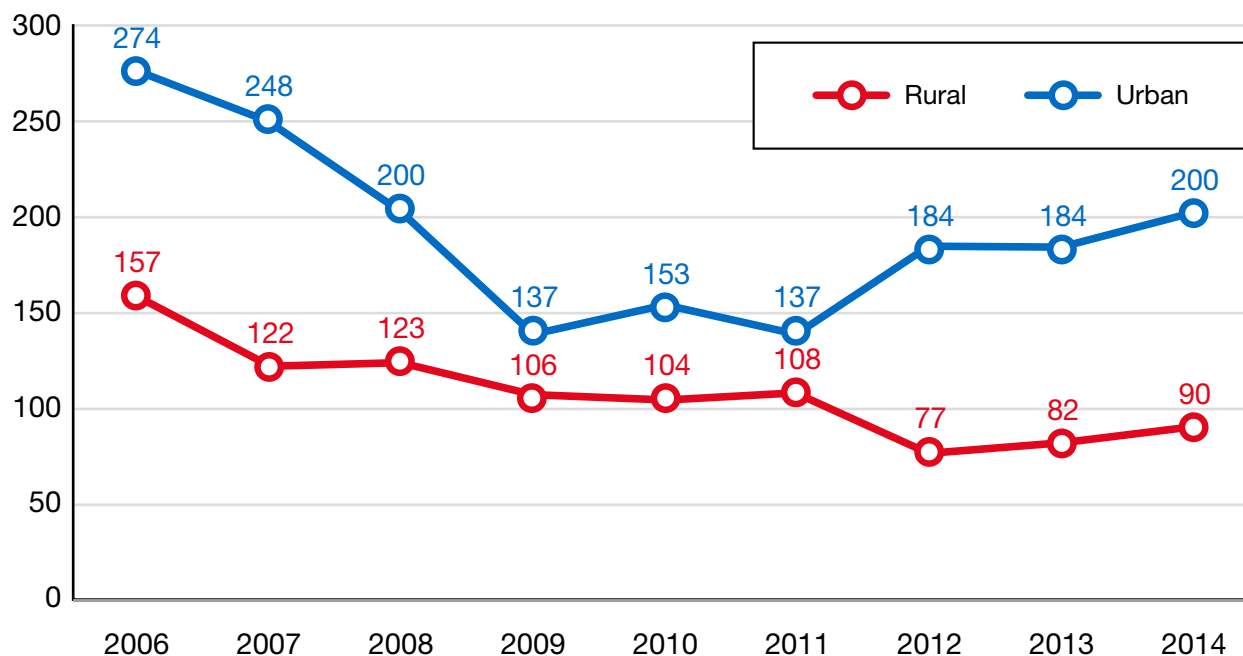
The majority of traffic crashes in Nevada occur in the two urban areas of Las Vegas and Reno. These cities experience the typical problems of any metropolitan area, where the current rate of maintenance on infrastructure is far shy of the need.

Clark County and the Las Vegas Metropolitan Area encompass 77 percent of the State's total population, where growth and the construction industry were white hot in the last decade. Subdivisions, strip malls, apartment complexes, new homes, office buildings, and hospitals were built during these times, but the infrastructure of roadways could not keep up with that pace. A typical arterial in Las Vegas is four to six lanes wide, with a median speed limit of 45 mph. It is conducive to moving cars quickly through the area, but is not safety-oriented for the driver, occupants, or vulnerable road users like pedestrians. The economy is now on the upswing and improving, where building has increased but nowhere near where it was in the 90's and early 2000's.

Washoe County and the cities of Reno and Sparks have 17 percent of the state population and are considered Nevada's second urban area. The 'urban' area of Reno is a much smaller city, being more mountainous and recreational than the Las Vegas desert. The area is also dependent on the tourism industry, but is more diversified with mining and other industrial entities moving to Nevada because of its business tax breaks. Outdoor recreational facilities also abound in Northern Nevada.

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

Nevada Fatalities



Fatalities

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

Fatalities in Nevada decreased 44 percent from 2006 (its highest recorded year) to 2009 (its lowest recorded year) in a short four-year period. Along with the majority of other states, however, CY 2014 fatality numbers have increased, with 290 fatalities in 2014 representing an 11.9 percent increase since 2009's low of 243 fatalities.

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

Fatality Rates: Nevada vs U.S.

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

The final selection of projects for this 2017 Highway Safety Plan were based on:

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

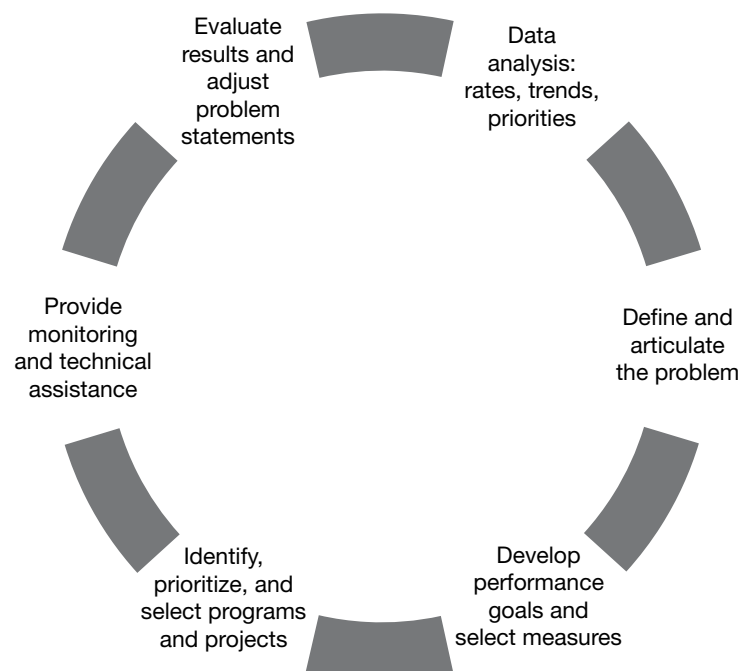
OTS also develops statewide projects in cooperation with other state, local, and non-profit agencies that partner on the SHSP. Local strategies and projects are developed by working with those agencies that have expressed an interest in implementing an evidence-based traffic safety project in their community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

Once a grant award is made to a sub-recipient, negotiations are conducted as needed to develop specific targeted objectives and to ensure that budgets are appropriate for the activities to be performed. Key stakeholders include but are not limited to:

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

The Goal Setting Process

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



Funding Strategy

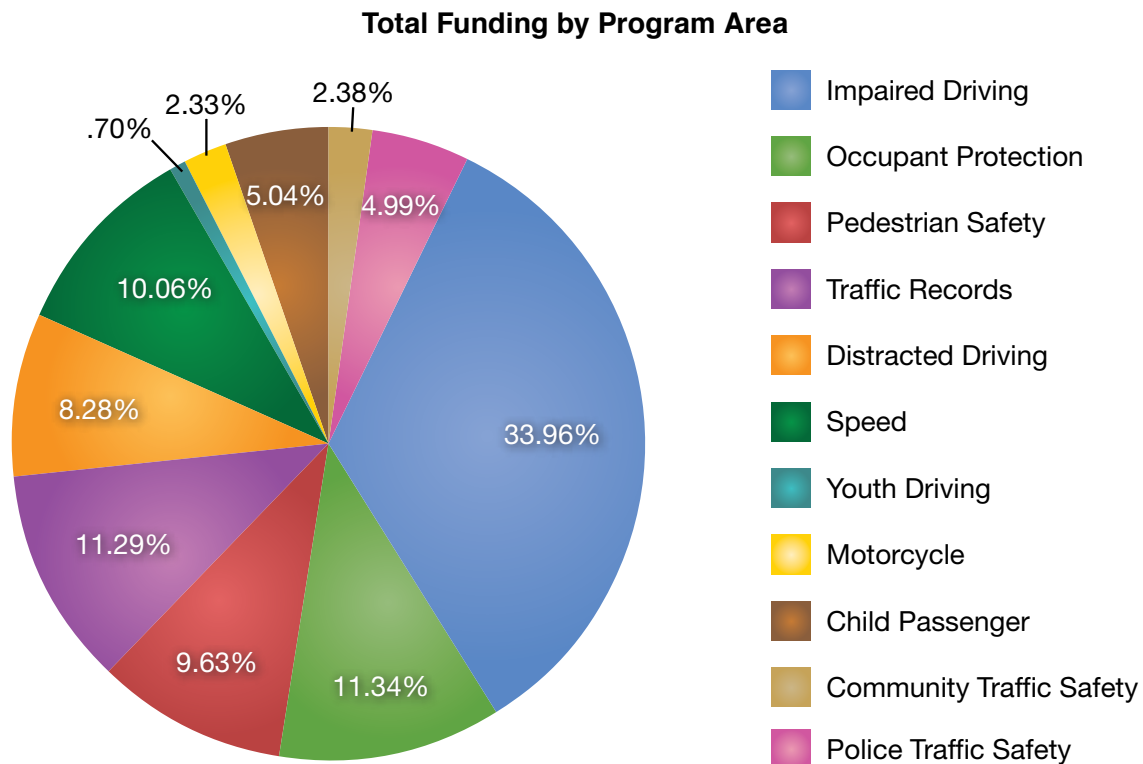
The Nevada Department of Public Safety–Office of Traffic Safety (DPS–OTS) annually awards federal funds to state, local, and non-profit organizations desiring to partner in solving identified traffic safety problems. Funds awarded are strictly for use in reducing deaths and serious injuries caused by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

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

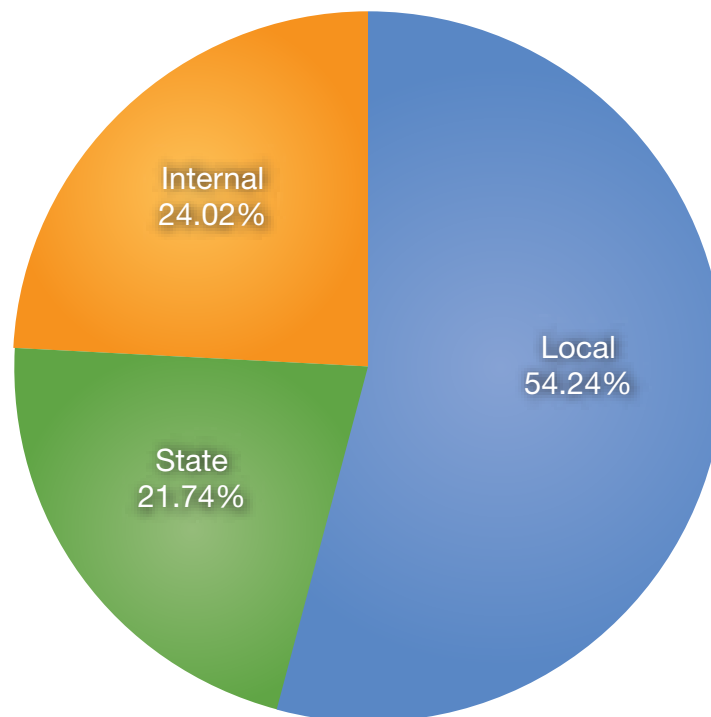
Federal grant funds are also awarded in other program areas:

- Traffic Records
- Young Drivers
- Speed and Police Traffic
- Child Passenger Safety
- Bicycle Safety

Funding levels for FAST Act awards



Local, State, and Internal Funding



Countermeasures and Project Selection

Project selection begins with organizations submitting a Request for Funds (RFF), or grant proposal, for the coming year to DPS-OTS for projects that address at least one of the critical program areas and/or support strategies found in Nevada's SHSP, and as identified in the RFF. Criteria used to select projects include:

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

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

Monitoring and Technical Assistance

Projects awarded to state, local, and non-profit agencies are monitored to ensure work is performed in a timely fashion and in accordance with the project agreements, or grant contract. Monitoring is accomplished by observing work in progress, examining products and deliverables, reviewing activity reports, facilitating desk correspondence, and conducting on-site visits.

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

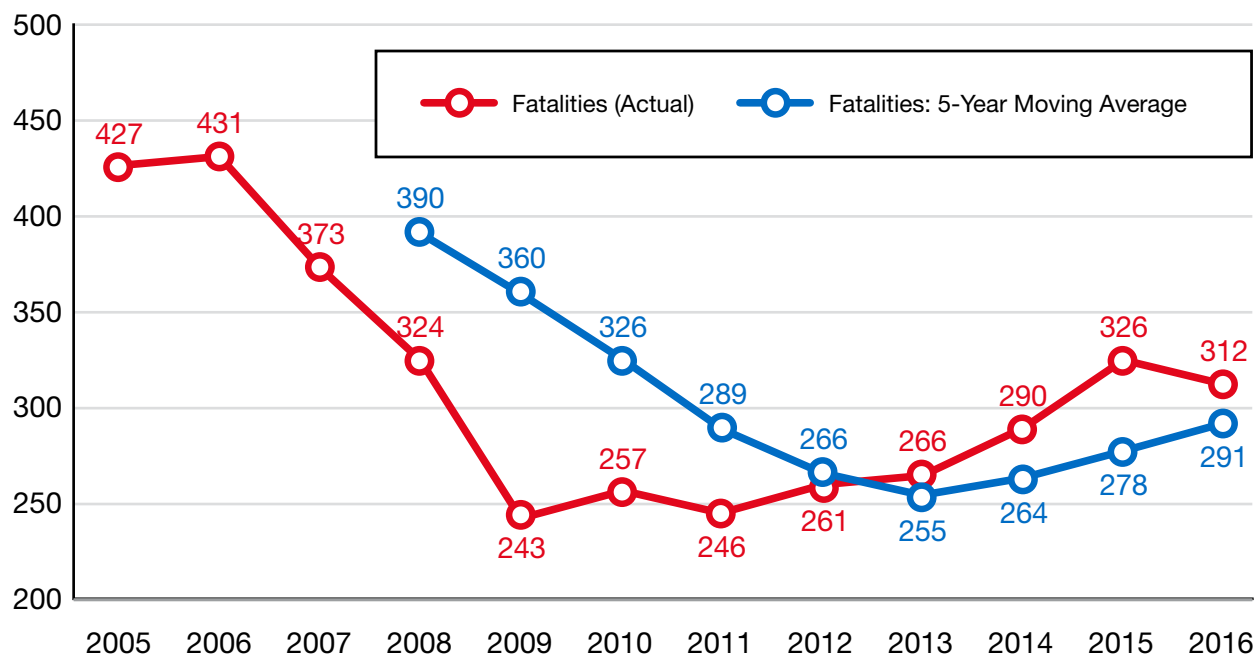
Annual Report

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

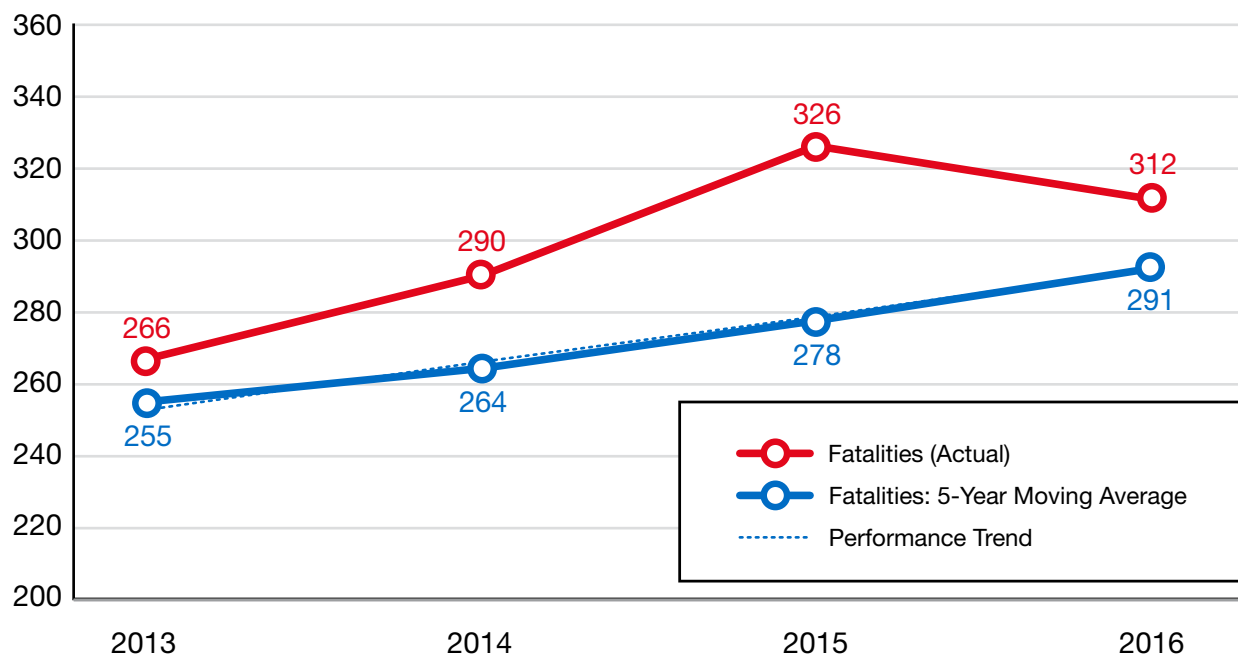
COMMON PERFORMANCE MEASURES

PERFORMANCE MEASURE 1 - NUMBER OF NEVADA TRAFFIC FATALITIES

Fatalities

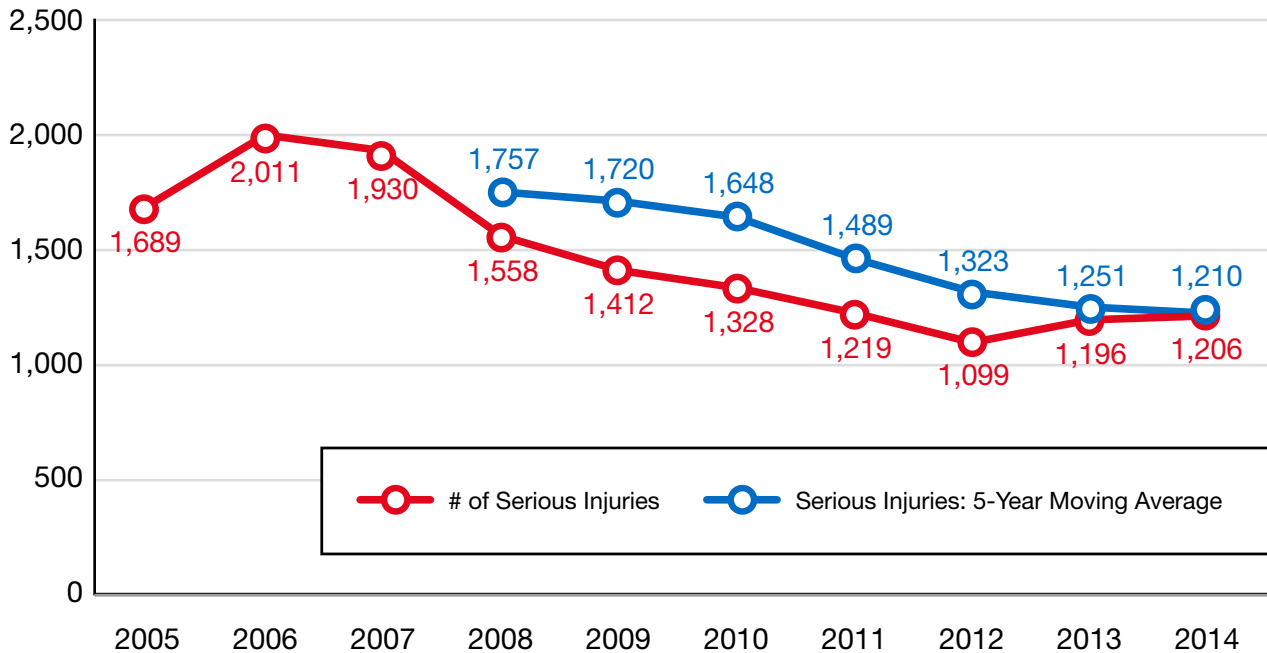


Fatality Trend

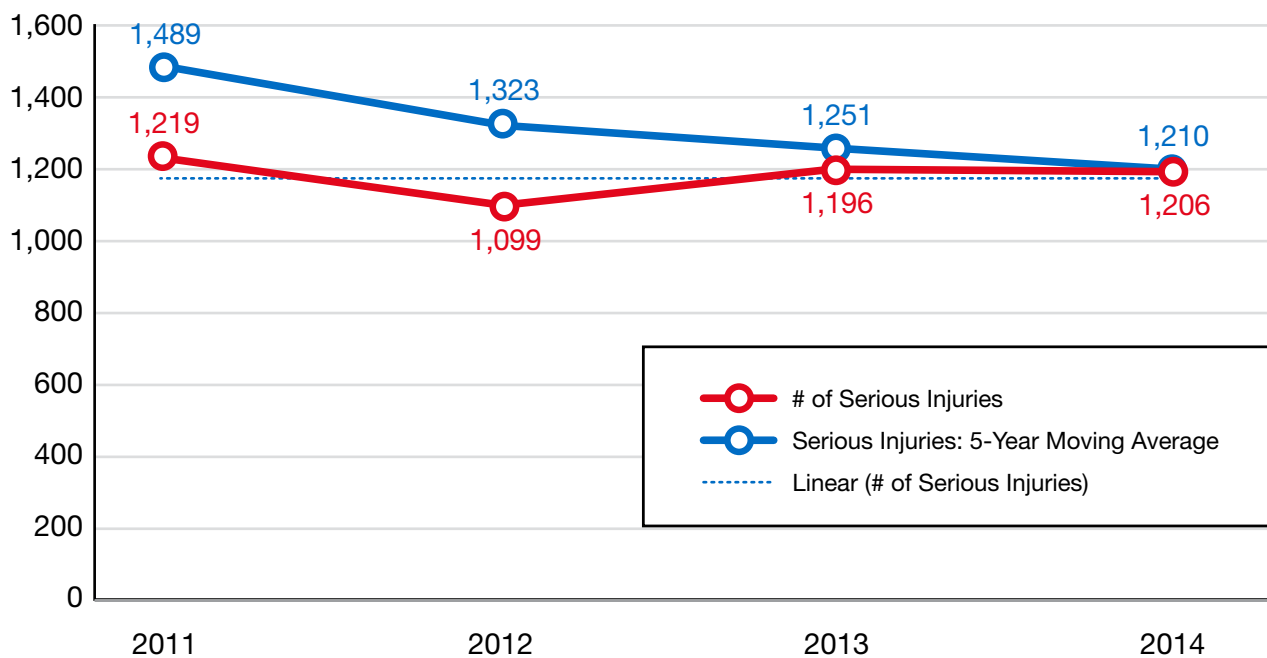


PERFORMANCE MEASURE 2 - NUMBER OF SERIOUS INJURIES FROM MOTOR VEHICLE CRASHES

Serious Injuries

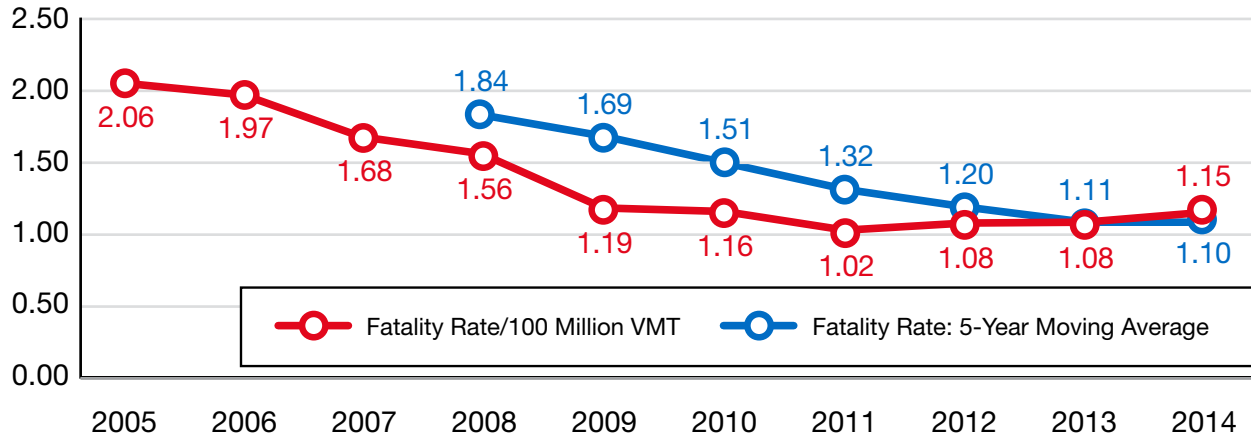


Serious Injuries Trend

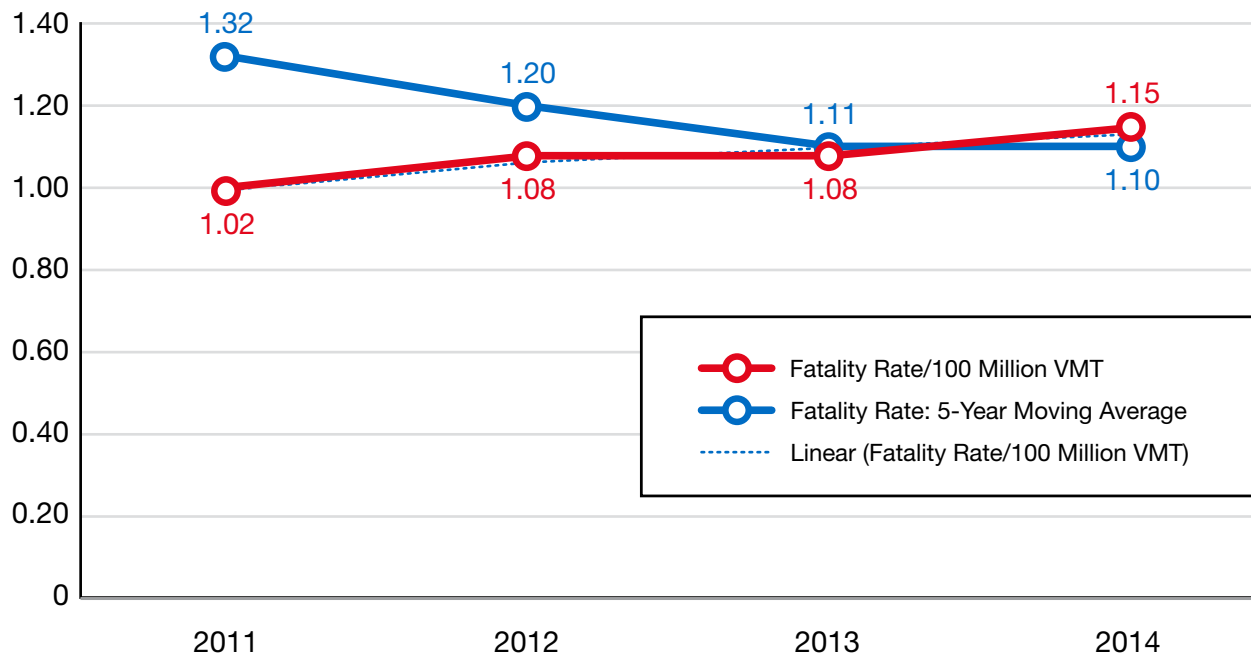


PERFORMANCE MEASURE 3 - TOTAL FATALITY RATE PER 100 MILLION VMT

Fatality Rate per 100M VMT



Fatality Rate per 100M VMT Trend



Justification for Performance Targets

Nevada experienced its highest recorded year for motor vehicle fatalities and serious injuries in 2006 (431); 2006 was also the year that the State's first Strategic Highway Safety Plan (SHSP) was implemented. Fatalities subsequently decreased 44 percent and serious injuries decreased 42 percent from 2006 (its highest recorded year) to 2009 (its lowest recorded year) in a short four-year period. Along with the majority of other states, however, 2014 fatality numbers have slightly increased, with the 290 fatalities representing an 11.9 percent increase since 2009's low of 243 fatalities. Likewise, serious injuries have risen slightly from the lowest of 1,099 in 2012 to 1,206 in 2014 representing an 8.8 percent increase.

FY 2017 Targets

Performance Measure 1 - Number of Nevada Traffic Fatalities

Decrease the upward trend so that the 2010–2014 five-year moving average of 264 traffic fatalities is 302, which is less than the projected 303 fatalities, by December 31, 2017.

Performance Measure 2 - Number of Serious Injuries from Motor Vehicle Crashes

Decrease the 2010–2014 five-year moving average from 1,210 serious injuries to 1,200 serious injuries by December 31, 2017.

Performance Measure 3 - Total Fatality Rate Per 100 Million VMT

Decrease the upward trend so that the 2010–2014 five-year moving average of 1.10 fatalities per 100M VMT is 1.17, which is less than the projected 1.18 fatality rate, by December 31, 2017.

Problem ID Analysis

What: Fatalities and serious injuries in Nevada showed an upward trend from 2013 to 2014, after a decrease from 2008 to 2009. This is in line with the rest of the nation, as it's postulated that the recent 2005 to 2013 recession resulted in higher gas prices, and people driving fewer miles in their cars. Motorcycle vehicle usage also increased (as have fatalities), as have other transportation alternatives, like walking and the use of scooters and mopeds.

From 2011 to 2013, Nevada's fatality rate per 100 million vehicle miles traveled (VMT) and the rate per 100,000 capita were continuously below the national rate. While the fatalities per 100,000 capita remained below the national average in 2014, the fatalities per 100 million VMT have increased slightly by 6 percent.

Who:

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

2010-2014 NHTSA Traffic Safety Facts

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

NDOT Traffic Records System (NCATS)

Where: Clark County, which contains Las Vegas, represents 77 percent of the State's population and 60 percent of Nevada's total fatalities, but was the only county to reflect a decreased percentage (8 percent) in fatalities from 2013 to 2014.

When: Fifty percent of all roadway fatalities occurred on weekends (Friday, Saturday, and Sunday). Nevada is a '24/7' state, with the majority of public facilities and businesses staying open all hours. The peak time period for fatal crashes is 3 p.m. to 6 p.m. This would infer that commuters that work dayshift are those that are crashing and dying during this time frame, or when the most vehicles and pedestrians are on the road.



Why: Excessive speed has consistently been a factor in about one-third of all fatal crashes in Nevada. In addition, regardless of a 94 percent observed usage rate, roughly 50 percent of Nevada's passenger vehicle occupant fatalities are unrestrained..

Countermeasure Strategy

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

- Chapter 1 – Alcohol Impaired and Drugged Driving
- Chapter 2 – Seat Belts and Child Restraints
- Chapter 3 – Aggressive Driving and Speeding
- Chapter 4 – Distracted and Drowsy Driving
- Chapter 5 – Motorcycle Safety
- Chapter 6 – Young Drivers
- Chapter 8 – Pedestrians

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

- Determine seat belt usage and identify the characteristics of nonusers and, if possible, part-time seat belt users during any day time and night time periods
- Reduce the number of repeat DUI offenders
- Enhance/increase educational opportunities for motorcycle riders on safety and conspicuity
- Target safety messaging to minority and low-income neighborhoods/communities
- Create pedestrian safety educational materials for buses and bus stop shelters statewide
- Enforce traffic laws at high-crash locations; conduct highly visible enforcement campaigns

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

Performance Goals

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

Other Strategies

- Conduct a statewide, sustained, multi-jurisdictional law enforcement program that includes highly visible enforcement events on safety belts, alcohol, speed, distracted driving, and pedestrian safety.
- Enhance the ability of law enforcement to conduct public education through localized programs and provide equipment, training, and/or overtime.
- Fund public information and paid and earned media endeavors to support safety belt, alcohol, distracted driving, speed, and pedestrian enforcement events and increase public awareness.



Funding Source

See funding sources for projects TS-2017-NVOTS 658-00096, 00095, 00094 00097 00050, 00128, 00110, 00112, 00113, 00103, and 00100 on page 83.

Related Projects

TS-2017-NVOTS 658-00096—Nevada Office of Traffic Safety—Program Management-Temp Support

Funding Source: 402

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This project provides temporary personnel funding for the management and operating costs for DPS-OTS programs and projects in the FFY 2017 Highway Safety Plan.

TS-2017-NVOTS 658-00095—Nevada Office of Traffic Safety—Planning and Administration (P&A)

Funding Source: 402

OTS professional and administrative staff create the annual Highway Safety Plan and then award, authorize, monitor, and evaluate grant-funded projects throughout the grant year. To accomplish the various tasks necessary to support grant activities, planning and administrative functions are performed as needed. OTS staff members are diverse and play a vital role in determining performance measures and performance goals; setting up and coordinating administrative meetings, researching materials; disseminating materials; and coordinating general office administration. The planning and administrative staff also handle fiscal duties; respond to questions from the general public; maintain records per state and federal record retention requirements; monitor projects; maintain correspondence; and perform a variety of other tasks related to support of the OTS mission and purpose. Without this support, it would be impossible for the OTS program personnel to adequately and efficiently administer the grant funds awarded to the state and granted out to local and state partners.

Planning, administration, and other management costs are provided from a percentage of some NHTSA awards to the state to cover these costs, as allowed. This grant project will provide funding for the planning and administration of the FFY 2017 Highway Safety Plan at DPS-OTS.

TS-2017-NVOTS 658-00097—Nevada Office of Traffic Safety—Professional Development

Funding Source: 402

This program provides resources for OTS staff and Nevada traffic safety partners to attend or participate in conferences, training, courses, or similar events that further enhance their knowledge and skills to combat traffic fatalities and serious injuries. No travel or similar continuing education budgets will be supplanted via this project.

The project aims to provide at least five SHSP partners with the resources necessary to attend specific and pertinent training and/or education that contributes to eliminating fatalities and serious injuries on NV roadways. Most of this training is usually unanticipated or is not fully confirmed before the grant applications are due to OTS for the coming grant year.

TS-2017-DPS NHP- 658-00050—Department of Public Safety—Public Relations & Outreach

Funding Source: NDOT

Public education and awareness of the dangers and consequences of poor driving and walking behaviors has always played a critical role in contributing to serious injuries and fatalities in Nevada. Nevada is experiencing an uptick in traffic fatalities from its low of 243 in CY2009.

OTS works with many community partners to organize, sponsor, and promote outreach events. These events engage and educate many community businesses and their employees as they get involved in the activities. Being involved in specific activities enhances the impact and the length of time the message is remembered. And they have a substantial impact on changing behaviors.

OTS organizes and promotes safety belt, impaired driving, and related traffic safety education to the State's minority populations as well as synchronized events to specific focused campaign flights strengthening public education. It has been shown that the presence of trained, uniformed officers assisting with these educational events extends the impression of the message and improves the reception.

NHP will provide trained ambassadors (PIO's and other sworn officers) to assist OTS with these efforts. The project will function as events are established and officers will be chosen for their expertise in educating the public. This project will fund a portion of the overtime required to have officers available to conduct such events

TS-2017-NVOTS-658-00128—Nevada Office of Traffic Safety—2017 Traffic Safety Summit

Funding Source: 402

OTS partners with the Nevada Department of Transportation annually to sponsor the Nevada Zero Fatalities Traffic Safety Summit. The Summit alternates between Reno and Las Vegas and includes two and a half days of speakers, workshops, breakout sessions, a motorcycle forum, and vendor demonstrations. Attendees include private and public agencies, subgrantees, tribal representatives, local law enforcement and RTCs, insurance companies, and Nevada's SHSP partners and CEAT team members. Attendance has grown annually with the 2016 Summit seeing over 250 in attendance. The costs of the Summit are shared with Nevada Department of Transportation.

TS-2017-NVOTS 658-00100—Nevada Office of Traffic Safety—Program Management: Police Traffic, Joining Forces, and Speed

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

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provides funding for the management and operating costs for the DPS-OTS police traffic and speed programs in the FFY 2017 Highway Safety Plan.

TS-2017-NVOTS 658-00110—Nevada Office of Traffic Safety—Marketing & Media

Funding Source: NDOT

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safe. Still, in 2014 an estimated 290 people were killed on the roads. Many of these fatalities can be directly traced to people choosing to not practice specific safety-driven behaviors while occupying the roadways. The threats to the public safety on the road are still present today, and even evolving with time and culture. Therefore, the need to educate the public about these dangers and about the virtues of making the right choices on the roads is more important than ever.

The goal for marketing and media in Nevada is to raise awareness of the need to change poor driver behavior and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. The Office of Traffic Safety (OTS) will develop and publish 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, as well as other detrimental driving behaviors, in an effort to establish a downward trend in fatalities and serious injuries on Nevada's roadways. All campaigns are part of and support the State's Zero Fatalities mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada.

TS-2017-NVOTS 658-00103—Nevada Office of Traffic Safety—Fixed Deliverables

Funding Source: 402

DPS-OTS staff will carefully review, award, and administer fixed deliverable grant projects to allow more flexibility in achieving short-term deliverables/goals. Sample projects might include enforcement equipment purchases, travel expenses for necessary training, or procurements for a traffic safety educational/awareness event.

TS-2017-NVOTS 658-00112—Nevada Office of Traffic Safety—HSP/Annual Report

Funding Source: 402

This project will provide the necessary funding for two annual required documents.

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

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

The Annual Report is an evaluation and compilation of all the projects conducted and the outcomes related to those projects conducted in the prior year.

TS-2017-NVOTS 658-00113—Nevada Office of Traffic Safety—Law Enforcement Liaison (LEL)

Funding Source: 402

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

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

TS-2017-NVOTS 658-00127—Nevada Office of Traffic Safety—Program Management: Strategic Planning Project

Funding Source: 402

This item funds consulting services through GHSA to support integrated strategic planning across all program areas. Traffic safety specialized consulting will enable Nevada OTS to implement new long and short term strategic plan development that includes a consistent framework for all required and desired plans and allows OTS to identify appropriate programs and respond more proactively to needs. This fosters a "budget to plan" rather than "plan to budget" approach to building HSP activities.

TS-2017-NVOTS 658-00094—Nevada Office of Traffic Safety—Program Management: NDOT Administration

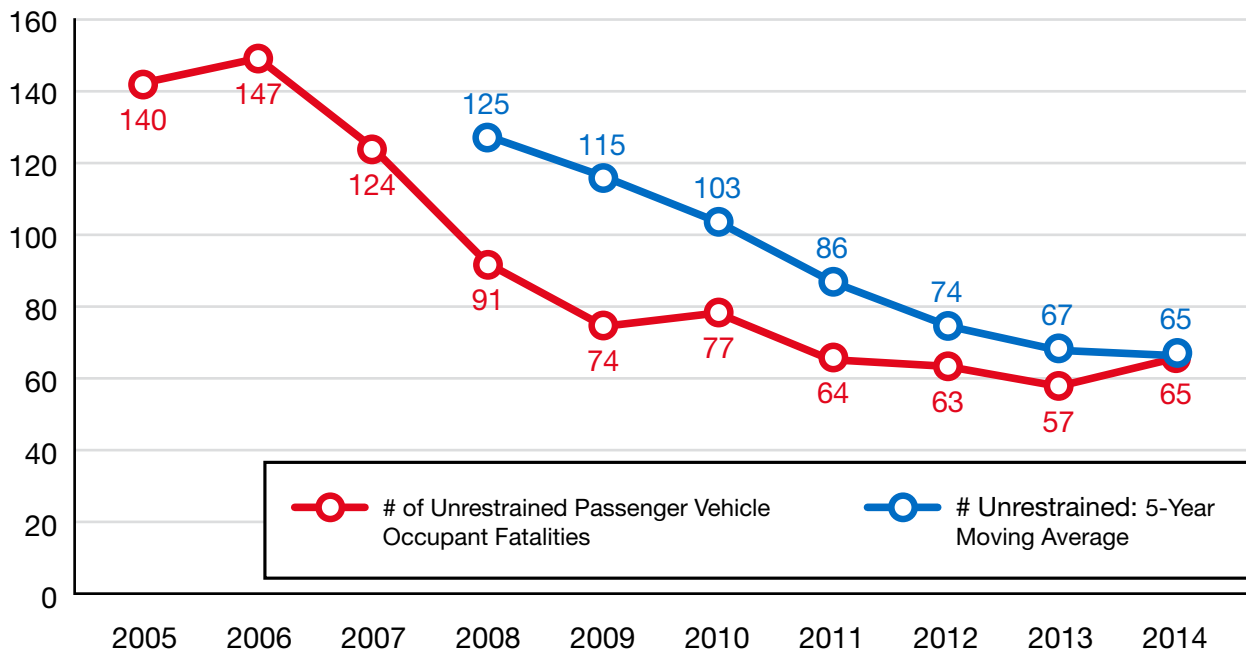
Funding Source: NDOT

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

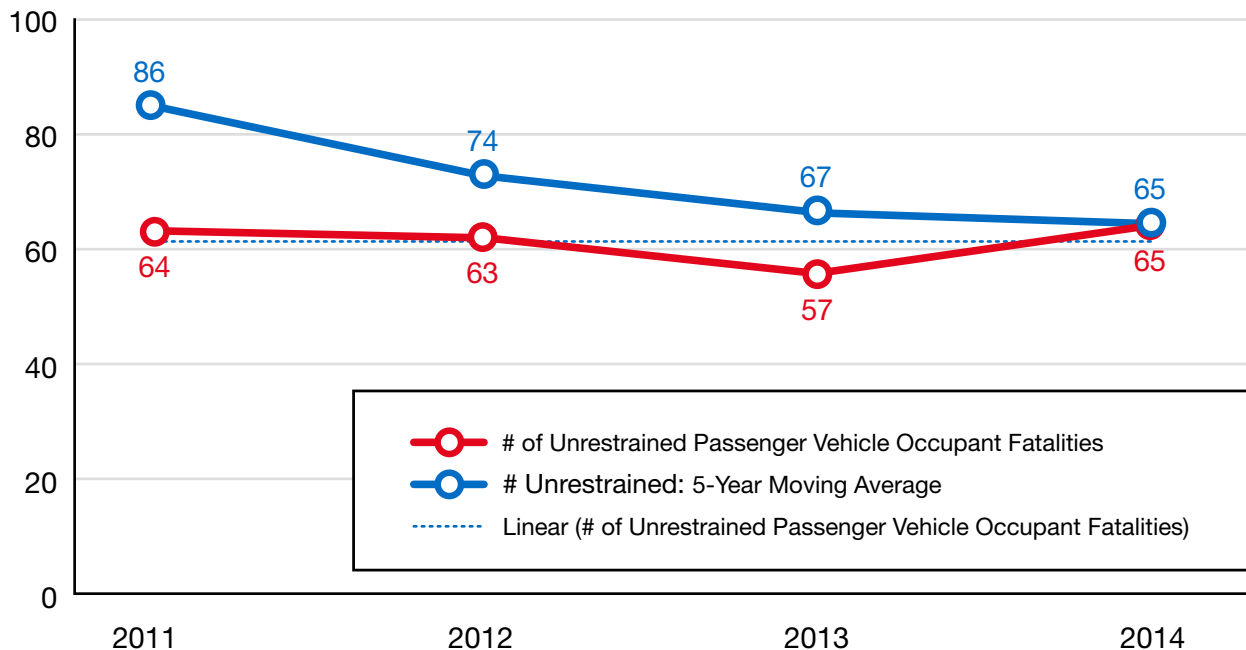
PERFORMANCE MEASURE 4

NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL POSITIONS

Unrestrained Passenger Vehicle Occupant Fatalities



Unrestrained Passenger Vehicle Occupant Fatality Trend



Justification for Performance Target

2017 performance targets are based on the most current linear trend for each particular performance measure. Based on these trend estimates for 2017, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2017 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line. The target is to achieve performance that is one percent better than the current trend line, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2017 Target

Decrease the 2010–2014 five-year moving average of 65 unrestrained fatalities from 65 to 60 by December 31, 2017.

Problem ID Analysis

What: Between the years of 2010 and 2014, there were 326 unrestrained vehicle occupant fatalities on Nevada roadways.

Who: Male drivers aged 26 to 35 are involved in most unbelted fatalities and serious injuries, followed by male drivers aged 36 to 45.

When: The highest number of unrestrained fatalities and serious injuries occur on Friday-Sunday.

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

Why: A large portion of the unrestrained fatalities and serious injuries occur in single vehicle crashes followed by non-collision crashes.

Countermeasure Strategy

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



Chapter 2-Seat Belts and Child Restraints

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

- Continue to emphasize public education of Nevada's Safety Belt Laws through enforcement and paid and earned media venues.
- Provide paid media to support the Click It or Ticket enforcement campaigns.
- Provide paid overtime for law enforcement to enforce seat belt laws throughout the year and not just during national campaigns.
- Combine DUI and seat belt enforcement events throughout the year.
- Provide training to law enforcement officers, firefighters, and first responders statewide on Nevada seat belt and child restraint laws, proper car seat use, and the availability of local resources.
- Continue to provide public education programs, and partner with other traffic safety advocates on safety belts, child passenger safety, proper seating, and the use of child restraints.
- Conduct and disseminate statistics, public opinion, and awareness surveys to determine:
 - Front seat daytime observed seat belt use.
 - Public opinion and attitude regarding occupant protection laws and seat belt usage.
 - Public awareness of media and enforcement campaigns.
- Continue data collection, analysis, and integration to (1) identify the discrepancies between restraint use rates observed in observational surveys and crash data; and (2) understand the characteristics of restraint non-wearing or part-time wearing individuals who increase their risk of involvement in crashes, the severity of which may be increased due to their lack of restraint use.
- Enhance public education to population groups with lower than average restraint use.
- Provide traffic safety-related education to both local and visiting motorists.

Performance Goal

- Provide continuous education to Nevada legislators and the public about the advantages of having a primary vs. a secondary seat belt law.
- Encourage seat belt enforcement at all times, and in all HVE events statewide, regardless of the main focus area of the event.

Funding Source

See funding sources for projects TS-2017-NVOTS 658-00098, 00100, 00120, TS-2017-REMSA-00015, and TS-2017-UNLV-00065 on page 83.

Related Projects

TS-2017-NVOTS 658-00098—Nevada Office of Traffic Safety—Program Management-Occupant Protection

Funding Source: 402, 405(b)

This project will provide resources to facilitate occupant protection countermeasures and projects to increase seat belt usage by all vehicle occupants. The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant award provides funding for the management and operating costs for the DPS-OTS occupant protection program of the FFY 2017 Highway Safety Plan.

Increasing seat belt usage is one the state SHSP's priority problem areas: if motorists would always wear seat belts and never drive impaired, two-thirds of Nevada's fatalities would be eliminated. Occupant Protection covers all ages, all vehicles, and all roadway classifications. Educating the public on the need to always buckle up is a continuous process to both educate tourists and new citizens, and to convince the die-hard nonusers to buckle up, every trip, every time.

TS-2017-NVOTS 658-00100—Nevada Office of Traffic Safety—Program Management: Joining Forces
Funding Source: 402, 405(b), 405(d)

The Nevada Office of Traffic Safety will encumber and manage the fiscal resources necessary to provide staff time and operational needs of OTS that relate directly to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of police traffic and speed/enforcement projects within those program areas. Joining Forces focus areas include pedestrians, seat belts, motorcycles, impaired, lane departures, and intersection crashes. This grant provides funds for direct program management and direct costs incurred for the program by professional and administrative staff.

TS- 2017-NVOTS 658-00120—Nevada Office of Traffic Safety—First Responder/CPS Training
Funding Source: CPASS

This grant provides resources to facilitate necessary Child Passenger Safety training to state and local law enforcement personnel and other first/emergency responders (e.g. firefighters, EMS and hospital staff), enabling agencies statewide to assist with public inquiries regarding proper child safety seat fittings, choices, best practices, and Nevada laws. It also provides the resources to provide age/weight appropriate child restraints to communities throughout the state that cannot afford to provide their own.

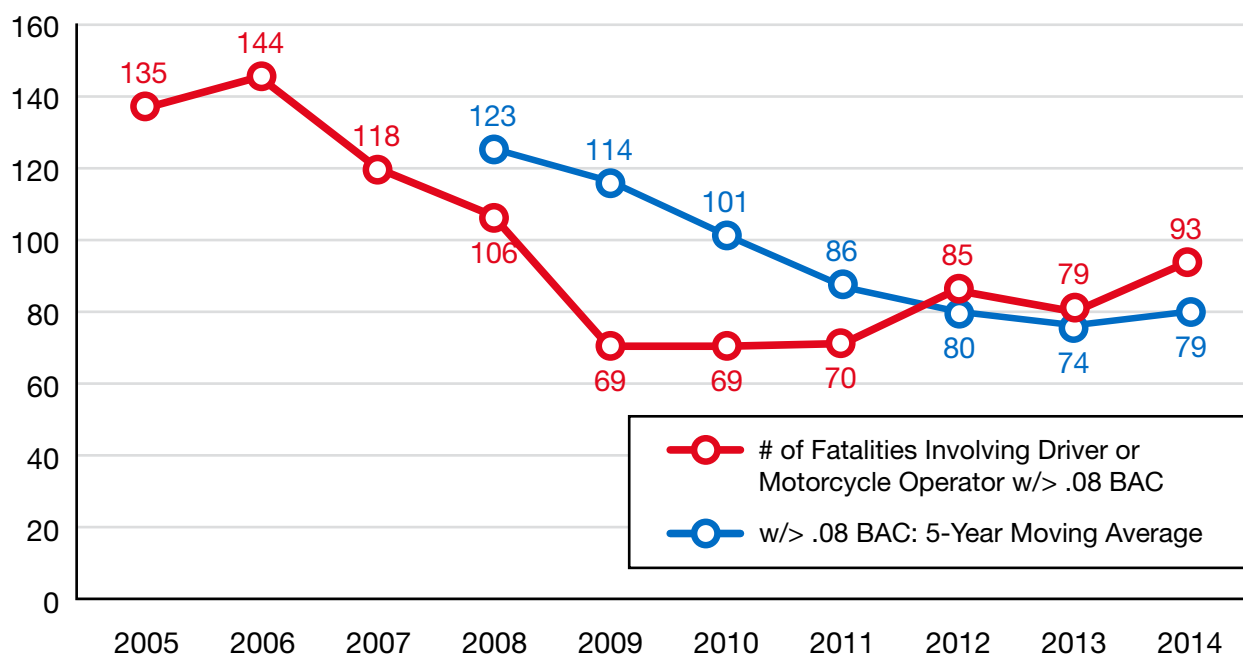
TS-2017-UNLV-00065—Board of Regents, Nevada System of Higher Education, obo UNLV—
Observational Seat Belt Use Survey
Funding Source: 405(b)

UNLV-TRC has conducted Nevada's official observational survey of seat belt use for over a decade. The project goal is to determine the rate of daytime seat belt use by motorists across Nevada in 2017 per required federal methodology. The results also serve to measure the effectiveness of occupant protection campaigns promoting seat belt usage sponsored by the Office of Traffic Safety in conjunction with those sponsored by National Highway Traffic Safety Administration (NHTSA). The study is based on field observation of seat belt usage rates at identified locations across the state before and after the May "Click It or Ticket" HVE campaign.

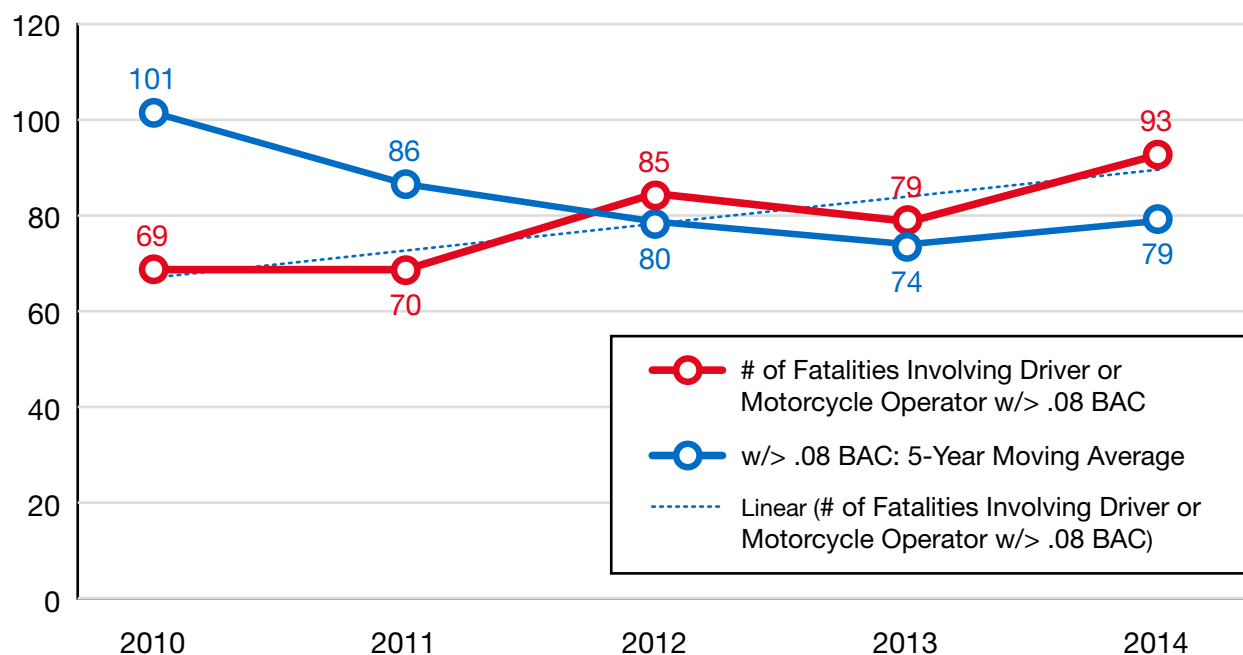
PERFORMANCE MEASURE 5

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

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



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





Justification for Performance Target

2017 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2017, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2017 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2017 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.

Note: Impaired driving fatalities in crashes are defined as involving a driver or motorcycle operator with a BAC of 0.08 or greater (NHTSA final imputation).

Problem ID Analysis

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

Impaired driving fatalities have been a consistent problem in Nevada and a common cause of motor vehicle crashes resulting in injuries and death. In 2014, according to Nevada's Criminal History Repository, 9,291 drivers were arrested for driving under the influence, which indicates that one out of every 106 drivers in Nevada was arrested for driving under the influence of alcohol or a controlled or prohibited substance. This represents more than 25 impaired drivers being removed from Nevada's roadway system each day.

What: Between 2010 and 2014, there were 396 fatalities from impaired driving crashes. The type and number of vehicles included in these fatalities were primarily passenger cars, with pickup trucks second.

Who: For 2010 to 2014, male drivers aged 26 to 35 were involved in most impaired driving fatalities and serious injury crashes, followed by young male drivers aged 21 to 25.

Where: Geographically, 70 percent of impaired-related fatalities were concentrated in Clark County with the City of Las Vegas as its center.

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

Why: Nevada's economic vitality relies heavily on the casino industry where alcohol is available twenty-four hours a day, seven days a week. Casino patrons are often served alcohol at no cost. Nevada also relies on special events predominantly in Las Vegas and Reno/Sparks to boost the economy. With these events come an influx of alcohol and/or drug consumption and an increased risk of impaired driving.

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.

After the Missouri vs McNeely U.S. Supreme Court decision in 2013 and subsequent decisions by the Nevada Supreme Court, Nevada's 77th Legislative Session revised statute to require search warrants before obtaining/testing a driver's blood alcohol content level. The legislation was designed to eliminate any confusion for law enforcement regarding that component of DUI enforcement, however obtaining search warrants within two hours continues to be a challenge for rural communities.

Impaired driving cases are some of the most litigiously complex cases in the judicial system, yet they are routinely handled by the most inexperienced prosecutors. Nevada's Traffic Safety Resource Prosecutor (TSRP) works to hold DUI offenders accountable for their actions and prepared the "Field Sobriety Tests Review 2016, A Quick Reference Guide for Prosecutors & Officers," and the Nevada DUI Prosecution Manual. These manuals assist prosecutors and officers as they prepare for court and to better explain the Standardized Field Sobriety Test (SFST) evidence to jurors in the courtroom to successfully adjudicate a DUI case.

Education efforts for law enforcement, prosecutors, and judges are critical to effectively prosecuting DUI cases. OTS has made funding available for judges and prosecutors to attend specialized training on the adjudication and prosecution of DUI cases, such as the American Bar Association's 2014 and 2016 Traffic Court Seminar. Other future conferences that provide educational opportunities include the annual Nevada Prosecutors Conference, Nevada Specialty Courts 2016, and Nevada Limited Jurisdiction Judges 2017 Winter Seminar. Regular dissemination of best practices to the criminal justice communities regarding all aspects of DUI cases will strengthen Nevada's ability to increase conviction rates of DUI cases.

In 2017, OTS will provide funding to the Nevada Office of the Attorney General, for an Assistant TSRP to work with Nevada prosecutors for each jurisdiction to provide prosecution assistance on impaired driving cases. This will be especially critical as legalized marijuana policies in Nevada and surrounding states evolve and may contribute to an increase in drug-impaired driving arrests and crashes due to marijuana impairment. Additionally, OTS provides funding for DUI Courts in Las Vegas, Washoe County, Carson City, and Douglas County.

Legislation pursuing mandatory one-year Breath Ignition Interlock Devices (BIID's) for first-time DUI offenders failed in past Nevada sessions. Twenty-eight states have passed first offender interlock laws. Studies show that the average DUI first offender has actually driven impaired 80 times prior to arrest. Nevada will continue efforts to strengthen BIID laws utilizing best practices and support from the Association of Ignition Interlock Program Administrators (AIIPA). With technical assistance from the Traffic Injury Research Foundation (TIRF), Nevada will work to improve interlock delivery and interlock administration throughout the state, and ultimately keep Nevada's roads safer with a tool that prevents people from driving and drinking. AIIPA recommends the establishment of an Interlock Indigent fund which would address the financial hardship exclusion of the current NRS 484C.410 in Nevada. Stakeholders are currently working toward a new Interlock law for the next legislative session.



In 2015, Nevada, along with some of its community partners, recognized the value of the 24/7 sobriety program in reducing DUI recidivism and in turn reducing the number of serious injury and fatal crashes caused by impaired drivers. OTS has extensively reviewed the South Dakota 24/7 sobriety program for its processes and statistical data since the programs implementation. In 2016 a 24/7 pilot program was launched in the Reno Justice Court located in Washoe County, Nevada. While that pilot program is still in its infant stage with statistical data pending, the Nevada Office of the Attorney General and OTS are stakeholders in a statewide 24/7 sobriety program and is expanding the program to additional jurisdictions throughout the State.

Nevada has suffered from an increase in fatal motor vehicle crashes involving drivers who are under the influence of drugs over the previous several years. Since the legalization of medical marijuana establishments (MMEs) in 2013, the number of medical marijuana card holders in Nevada has tripled, and Nevada must prepare its law enforcement officers. Law Enforcement is challenged with the growing trend of drivers under the influence of both licit and illicit drugs. Training beyond the basic NHTSA 24 hour Standardized Field Sobriety Testing course is needed. In 2013–2014 the Nevada Highway Patrol (NHP) certified all of its Troopers and Sergeants in Advanced Roadside Impaired Driving Education (ARIDE), which equated to 436 ARIDE certified NHP officers. Other Nevada law enforcement agencies have recognized the need for ARIDE training and in October 2015, Nevada Office of Traffic Safety funded a project to expand ARIDE classes statewide with the goal to certify 100 additional officers. Some of those officers will advance to Drug Recognition Expert (DRE) certification. Nevada currently has approximately 55 DRE certified officers compared to approximately 105 DRE certified law enforcement officers in 2013. With funding from Responsibility.org, Nevada will be able to train and certify an additional 40 officers to become highly effective officers skilled in the detection and identification of persons impaired by alcohol and/or drugs.

DRE testimony is effectively used to prosecute cases of suspected drugged driving because of the limitations of toxicology testing. Forensic lab work includes a standard screen for the most commonly encountered drugs, but there are always emerging synthetic drugs new to the market. Blood tests may detect the presence of a substance, but the tests used do not measure the quantity of substance ingested or whether the amount of the substance is sufficient to cause impairment in an individual. Thus, the testimony of a DRE is often needed to show impairment.

Countermeasure Strategy

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

Chapter 1 – Alcohol Impaired and Drugged Driving

Deterrence countermeasures include four sections: 1. Laws 2. Enforcement 3. Prosecution and adjudication and 4. Offender treatment

Chapter 6 – Young Drivers

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

- Increase support among law enforcement agencies for high visibility DUI enforcement programs
- Increase earned media coverage of law enforcement activity
- Encourage other law enforcement agencies to set up impaired driving reporting programs
- Encourage agencies to conduct refresher-training programs on sobriety testing
- Determine high-crash locations/corridors for impaired driving
- Enhance DUI education within existing safe driving programs
- Continue programs with Cops in Shops and compliance checks to reduce youth access to alcohol
- Support a stronger ignition interlock law
- Continue to expand the use of technology to reduce impaired driving such as the following:
 - Breath ignition interlock devices (BIID)
 - Internet-based monitoring of DUI offenders
 - Simulators and demonstration devices (Seat Belt Convincer and Fatal Vision Goggles) for school and other young driver education program
- Support mandatory evaluation of all DUI offenders including first time offenders
- Establish a Court Monitoring Research Program for misdemeanor DUI offenders
- Emphasize driver education through well-publicized enforcement of state DUI laws supported by earned and paid media, appropriate public information, and educational (PI&E) material
- Continue to expand support to the judicial system and encourage the development of new DUI courts and prosecutor training
- Continue to foster an effective statewide impaired driving action committee
- Promote community programs emphasizing alternatives to driving impaired, such as designated drivers, rides provided for impaired drivers (with and without getting their vehicle home), and public transportation
- Continue investigation into implementing a statewide "24/7" DUI offender monitoring and education program in Nevada

Funding Source

See funding sources for projects TS-2017-NVOTS 658-00099, 00118, 00119, 00104, TS-2017-AOG-00088, TS-2017-LVMPD-00007, TS-2017-NYE Comm-00022, TS-2017-DPS NHP-00031, TS-2017-Frontier Community Coalition-00032, TS-2017-LVJC-00039, TS-2017-LVMPD-00040, TS-2017-CC District Court-00048, TS-2017-WC 2nd Jud Ct-00051, TS-2017-MPD-00055, TS-2017-CCSO-00035, and TS-2017-RJC-00070 on page 83.

Related Projects

TS-2017-NVOTS 658-00099—Nevada Office of Traffic Safety—Program Management: Impaired Driving Funding Source: 402, 405(d)

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

This grant provides funds for direct program management and direct costs incurred for the impaired driving program by professional and administrative staff.

TS-2017-AOG-00088—Office of the Attorney General—Impaired Driving: Updating the Enforcement Response

Funding Source: 405(d)

Impaired Driving continues to be a significant factor in crashes in Nevada with the widespread advent of decriminalized and legalized marijuana. This program will provide multi-disciplinary law enforcement and prosecutor trainings to bring proactive and effective responses to investigating and prosecuting drug impaired driving, and to encourage applying consistent best practices in a statewide response to all impaired driving. Provide statewide prosecution assistance in conjunction with Nevada's traffic safety resource prosecutor, this funding in effect will augment the part-time TSRP which OTS does not fund with a focused position within the State's highest prosecutorial agency.

TS-2017-NVOTS 658-00104—Nevada Office of Traffic Safety—Outreach for Professional Development for Judges and Prosecutors

Funding Source: 405(d)

Impaired Driving cases can be highly complex and difficult to prosecute, presenting a challenge for all involved in effective conviction of DUI offenders. Prosecution and adjudication are key components of a successful impaired driving program and opportunities to attend specialized training on the prosecution and adjudication of DUI cases are critical. Prosecution's role is to aggressively and effectively prosecute impaired driving cases and through adjudication, judges impose effective, appropriate and research-based sanctions or close supervision or monitoring to address the impaired driving offenses. OTS works with the Administrative Office of the Courts (AOC) and the Office of the Attorney General to coordinate and deliver training to Nevada judges, prosecutors, Traffic Safety Resource Prosecutors (TSRP), or DUI Courts as opportunities arise including out-of-state and in-state seminars and workshops.

TS-2017-NVOTS- 658-00118—Nevada Office of Traffic Safety—DPS Training Division: ARIDE

Funding Source: 405(d)

This project will increase available opportunities for law enforcement officers in NV 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 NV law enforcement agencies (LEA's) know of its availability.

TS-2017-NVOTS 658-00119—Nevada Office of Traffic Safety—Joining Forces

Funding Source: 402, 405(d)

This program includes participation from law enforcement throughout the state to increase police activity in high visibility enforcement events including checkpoints, saturation patrols, and Selective Traffic Enforcement Programs (STEP).

Law enforcement agencies know the “hot spots” within their communities and review statistics to determine high traffic locations for holding events. Events will take place on various days, during various times, based on special events taking place within the community and the statistics. Statistics also show the effectiveness of the program.

TS-2017-LVMPD-00007—Las Vegas Metropolitan Police Department—DUI Van Program

Funding Source: 405(d)

The Las Vegas Metropolitan Police Department (LVMPD) experienced an approximate 18.42 percent decrease in fatal collisions in 2014 (of which 22.8 percent were alcohol related). As a means of reducing this number to the OTS and Joining Forces goal of zero fatalities, the LVMPD Traffic Bureau concentrates on speed, pedestrian, and distracted driver offenses. DUI related fatalities have declined (-38.2 percent) compared to the previous year, which could be contributed to DUI saturation patrols and DUI checkpoints by LVMPD Traffic Bureau Officers, facilitated by the Joining Forces funded DUI vans.

The vans are used at each of the DUI checkpoints, as well as being deployed by LVMPD Traffic enforcement squads throughout the year. As a high profile public relations tool, and a reminder of the risks of impaired driving, the DUI van is also used in conjunction with the “Every 15 Minutes” program (underage drinking awareness), as well as used for appearances at local schools, safety fairs, and public events, where traffic safety issues are discussed.

It is the intent of the LVMPD Traffic Bureau that these trends continue toward zero fatalities. The Joining Forces DUI Van project continues these activities and extends the LVMPD Traffic Bureau's successes in DUI enforcement and related activities.

TS-2017-NYE Comm-00022—Nye Communities Coalition—Impaired Driving Prevention

Funding Source: 405(d)

Nye, Esmeralda and Lincoln Counties have significant issues with driving under the influence. This project will provide services to those areas that will impact the number of occurrences of injuries and death associated with these unsafe behaviors.

TS-2017-DPS NHP-00031—DPS-Nevada Highway Patrol—DUI Enforcement Saturation Patrols

Funding Source: 405(d)

Saturation patrols combined with more skilled and better-trained officers, supported with overtime funding, greatly increase DUI enforcement efforts that lead to less DUI-related fatalities and injuries across the State of Nevada. The Nevada Highway Patrol's (NHP) impaired driving enforcement efforts will be mainly focused on weekends to combat the high number of DUI-related incidents and crashes that occur on Fridays, Saturdays, and Sundays. In addition, celebrations such as Cinco de Mayo and St. Patrick's Day events will be included in this project's enforcement calendar to reduce impaired crashes, as these holidays represent a higher incidence of impaired fatalities in Nevada.

TS-2017-Frontier Community Coalition-00032—Tri-County—Impaired Driving Awareness Program

Funding Source: 405(d)

This coalition covers three rural counties within northern Nevada. As an established coalition with personnel resources in each county, they are well positioned to provide community programs and events on impaired driving prevention that reach all age groups. In addition to the community programs focused on impaired driving for adults (reaching the problem age group of 24–35 year-old male drivers), the project also provides education and prevention activities for underage drinking drivers at the local high schools.

TS-2017-LVJC-00039—Las Vegas Justice Courts—Las Vegas Justice DUI Court

Funding Source: 405(d)

The DUI Court Program is a court-supervised, comprehensive treatment court for misdemeanor DUI offenders operating under the 10 key components of the national drug court model. The program's goal is to improve public safety and reduce DUI recidivism among its participants through treatment intervention, alcohol/drug testing, court supervision, house arrest, and community supervision, along with drug/alcohol use monitoring technology.

TS-2017-LVMPD-00040—Las Vegas Metropolitan Police Department—DUI Enforcement

Funding Source: 405(d)

Currently, all LVMPD Traffic officers and a vast majority of patrol officers are certified in Standardized Field Sobriety Testing (SFST). The original SFST instruction focuses on the alcohol impaired driver and only briefly touches on the drug impaired driver. At the present time LVMPD Traffic is training all of the Traffic officers in the Advanced Roadside Impaired Driving Enforcement (ARIDE) training program. The ARIDE training program is intended to bridge the gap between the initial training of SFST and the drug evaluation and classification of the Drug Recognition Expert (DRE) program. The LVMPD is confident that by merging these two programs and by providing officers with the general knowledge related to drug impairment the DUI apprehension efforts will increase, leading to safer roadways across the city and county.

DUI enforcement combined with more skilled and better trained officers along with additional OTS funding will lead to less DUI related fatalities and injuries across the LVMPD jurisdiction.

TS-2017-CC District Court-00048—Carson City District Court—Felony DUI Court

Funding Source: 405(d)

The Felony DUI Court program, known as the Western Regional DUI Court, targets third-time offenders and intends to implement a second or High BAC Misdemeanor DUI court to change behaviors and deter them from re-offending. As part of the program, the Western Regional DUI Court (of Carson City) program places offenders in the National Center for DWI program that lasts for three to five years under the supervision of the Carson City Department of Alternative Sentencing. This project primarily funds the DUI court coordinator's position and operating supplies.

TS-2017-WC 2nd Jud Ct-00051—Washoe County Second Judicial District Court—Felony DUI Court
Funding Source: 405(d)

This Felony DUI Court project targets repeat recidivist defendants who drive under the influence of alcohol, controlled substances, or a combination of both. Each person in the program has had no fewer than three DUI offenses and is facing a minimum one-year prison sentence. The defendants themselves fund treatment costs in the Felony DUI Court, as are other program expenses such as house arrest (including SCRAM), interlock car devices, and substance abuse counseling. This project primarily funds the DUI court coordinator's position.

TS-2017-RJC-00070—Reno Justice Court—Washoe County Sober24
Funding Source: 405(d)

Reno Justice Court, in cooperation with Washoe County, Social Services, and DAS, is developing the Sober24 program to provide twice daily alcohol monitoring and twice weekly drug testing for persons convicted of impaired driving and other related offenses. This monitoring is quick, simple, and inexpensive and allows employees to maintain jobs and other family responsibilities, thereby avoiding many of the difficulties which can otherwise so easily arise, and may indeed stimulate further use of intoxicants.

Sober24 is closely modeled on the 24/7 program first developed in South Dakota. The program performs twice daily PBT testing and randomized twice-weekly drug tests on all participants. Failure of any test, or failure to appear when mandated, is cause for swift and certain return to jail, and to appear before the judge within 24 hours. Mandated, frequent testing, with guaranteed and immediate consequences for any infraction have been seen to significantly reduce DUI recidivism in states where the program has been introduced.

TS-2017-MPD-00055—Mesquite Police Department—Limited Fixed Deliverable
Funding Source: 402

The Mesquite Police Department will purchase PBT units to allow officers to process suspected intoxicated drivers within reasonable suspicion in a more timely manner. It will also decrease the amount of time between the traffic stop and the blood draw.

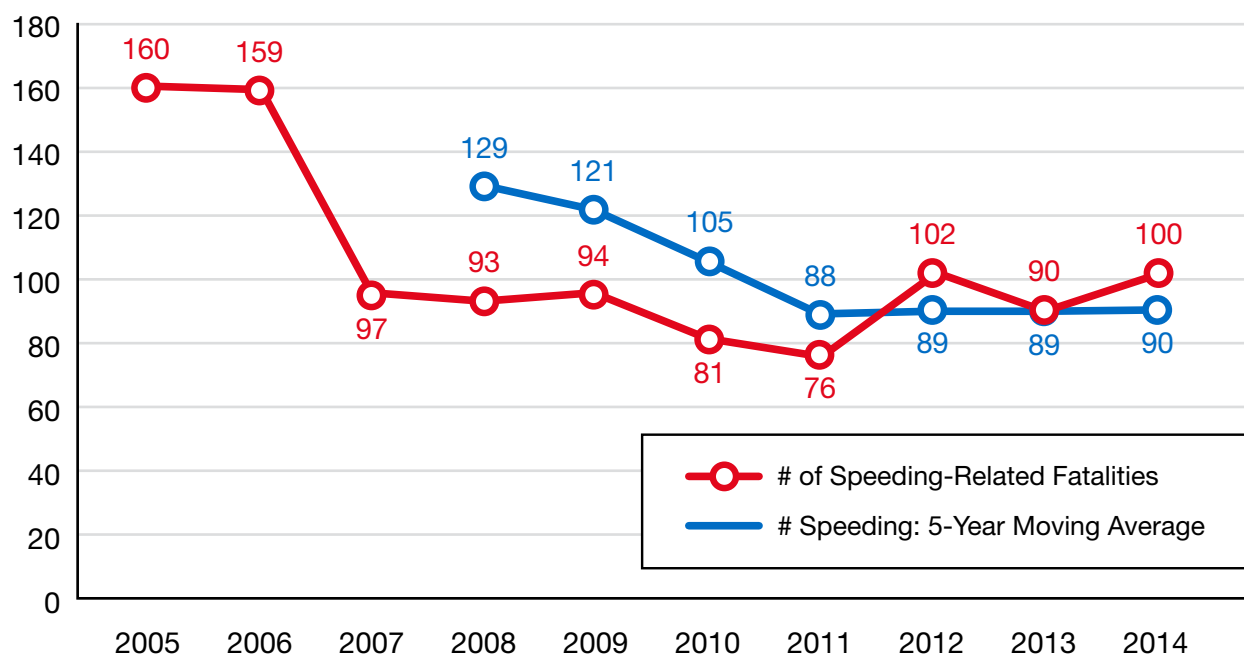
TS-2017-CCSO-00035—Carson City Sheriff's Office—Limited Fixed Deliverable
Funding Source: 402, 405(c)

This grant will be used to purchase electronic citation devices along with the accessories and TruSpeed Lidar units. The Carson City Sheriff's Office will pay for employee training in the use of the equipment, maintenance, and implementation of the equipment.

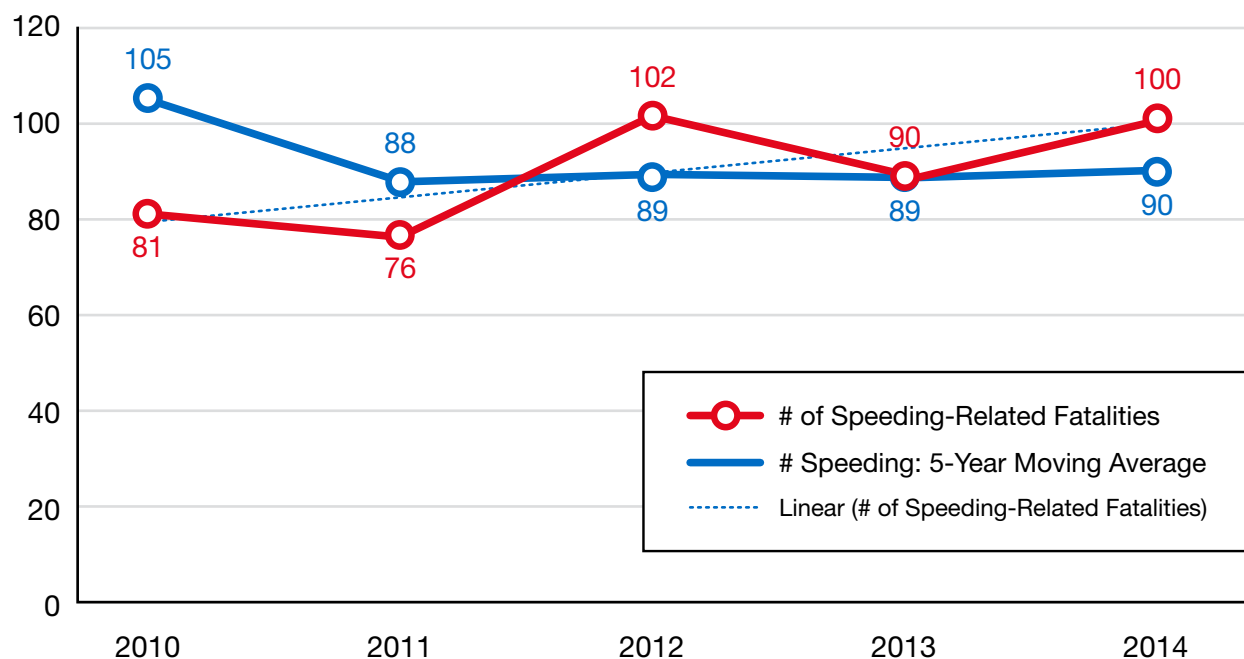
PERFORMANCE MEASURE 6

SPEEDING-RELATED FATALITIES

Speeding-Related Fatalities



Speeding-Related Fatality Trends



Justification for Performance Target

Between 2010 to 2014 there were 1,187 speeding-related fatalities on Nevada roads. In 2012 speed-related fatalities peaked at 39 percent of total fatalities; for 2014 speed-related fatalities comprise 34.5 percent of total fatalities on Nevada roads.

FY 2017 Target

Decrease the upward trend so that the 2010–2014 five-year moving average of 90 speeding-related fatalities is 103, which is less than the projected moving average of 104 speeding-related fatalities by December 31, 2017.

Problem ID Analysis

Speed has consistently been an indicator in serious and fatal crashes in Nevada and represented at least 30 percent of causation for the past decade. It is also the most common traffic violation issued by Nevada law enforcement agencies during grant-funded highly visible enforcement events conducted by the Joining Forces program. The State's evidence-based enforcement plan (Joining Forces program) requires all participating agencies to review their local jurisdiction's crash and citation data on a continual basis, to determine locations for stepped-up enforcement of traffic laws in their jurisdiction. For instance, this recent data review led to additional pedestrian enforcement events being conducted in CY2016 as pedestrian crashes had spiked significantly in Nevada's urban areas in a few short months. Additional time was allotted to the agencies in the Joining Forces program extending their time for high visibility enforcement.

What: Between 2010 and 2014, there were 449 fatal speeding-related crashes on Nevada roadways per NHTSA data. During the high visibility enforcement events through the Joining Forces Program for this period, 82,185 speed citations were issued.

Who: Between 2010 and 2014, the majority of speeding-related crashes were caused by male drivers per NDOT crash data with the average age of fatalities being 21-25 years old.

Where: The majority of speeding-related fatalities between 2010 and 2014 occurred in three counties. These three counties have had the highest amount of speeding-related crashes in the state of Nevada for the past several years per NDOT data.

- Clark County
- Elko County
- Nye County

When: The majority of lane departures, intersection fatalities, and injury crashes occur on Saturday with Sunday being second and Friday being third according to FARS data. Speed is a contributing factor in a majority of lane departures and intersection crashes. While the time of day varies, data shows that 12 a.m. to 4 a.m. have the highest number of incidents.

Why: Speed is a contributing factor of crashes in urban and rural areas along with intersection crashes and lane departures. Most lane departure fatalities and serious injuries occur under dry road surface conditions. With the long expanse of highway between communities and 70+ mph speed limits, distractions, drowsiness, and impaired driving play a part in these roadway crashes. In the urban areas multi-lane arterials have an average speed limit of 45+ mph which contribute to speed being a factor in a majority of fatalities and serious injuries.

Countermeasure Strategies

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

Chapter 3 – Aggressive Driving and Speeding

Chapter 5 – Motorcycle Safety

Chapter 6 – Young Drivers

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



Performance Goal

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

Funding Source

See funding source for project TS-2017-NVOTS 658-00100 on page 83.

Related Projects

TS-2017-NVOTS 658-00100—Nevada Office of Traffic Safety—Program Management: Police Traffic, Joining Forces and Speed

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

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provides funding for the management and operating costs for the DPS-OTS police traffic and speed programs in the FFY 2017 Highway Safety Plan.

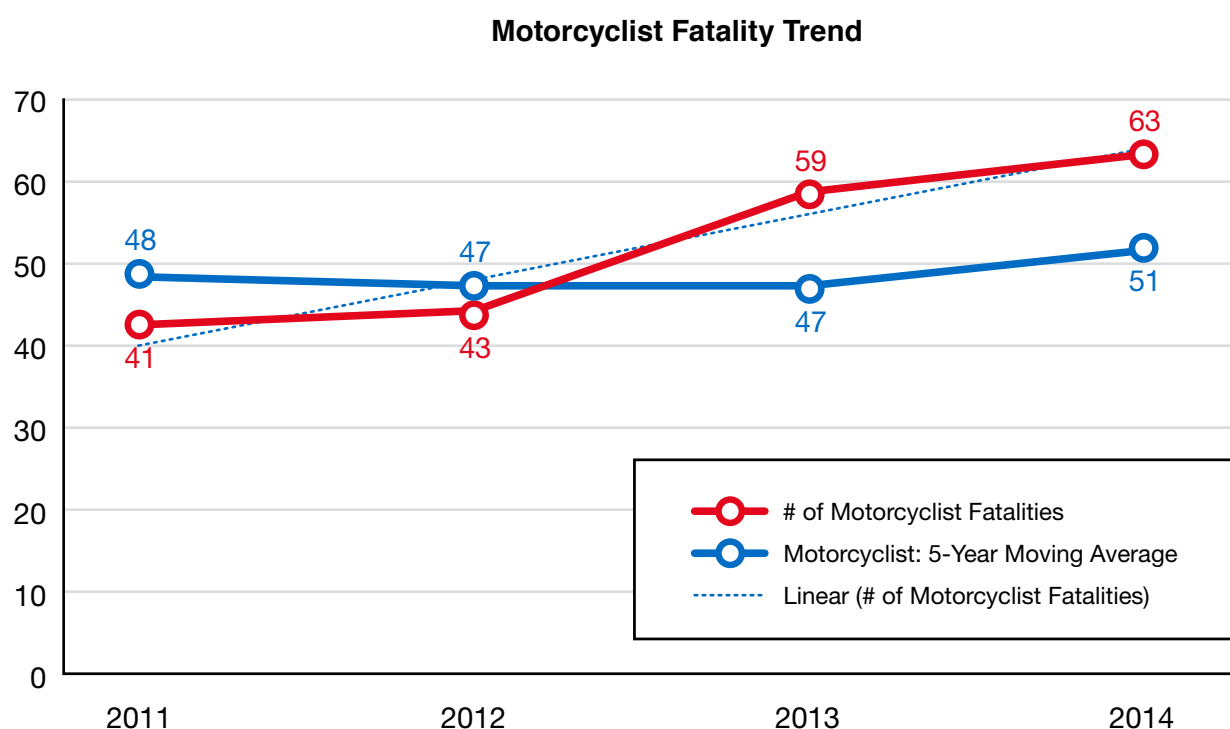
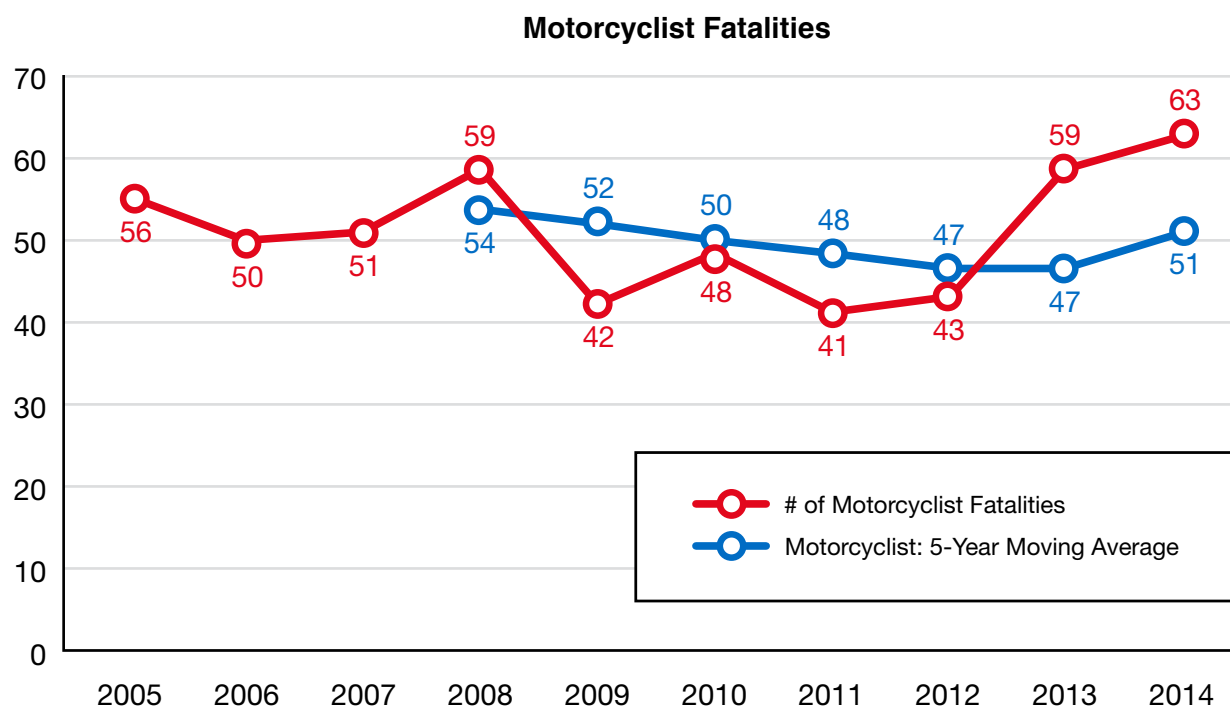
TS-2017-BCPD-00054—Boulder City PD—Limited Fixed Deliverable

Funding Source: 402

The purchase of laser speed detection devices will be utilized for increased enforcement of speed zones.

PERFORMANCE MEASURE 7

NUMBER OF MOTORCYCLIST FATALITIES



Justification for Performance Target

2017 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2017, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2017 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2017 Target

Decrease the upward trend so that the 2010–2014 five-year moving average of 51 motorcycle fatalities is 72, which is less than the projected 73 motorcycle fatalities, by December 31, 2017.

Problem ID Analysis

What: Between 2010 and 2014, nearly 254 motorcyclists fatalities occurred in Nevada. After reaching a low of 41 fatalities in 2011, fatalities have risen each year through 2014 reaching a total of 63. Although 2015 fatality numbers are preliminary, results show motorcycle dropped 14 percent to 54.

Nevada Motorcyclist Fatalities Per 100,000 Registered Motorcycles

Year	Motorcyclist Fatalities	Total Motorcycle Registrations	Motorcyclist Fatalities Per 100,000 Motorcycle Registrations
2010	48	66,665	72.00
2011	41	68,976	59.44
2012	43	69,641	61.75
2013	59	70,675	83.48
2014	63	71,880	87.65

**Data Source: FHWA*

Who: Male drivers age 26 to 55 are most likely to be involved in motorcycle fatalities and serious injuries. Since 2010 there has been an unusually sharp increase in fatalities in the age group <20–29. From a low of 19 percent of the total number of fatalities in 2010, the <20–29 age group represented 48 percent of the total motorcycle fatalities in 2014.

Nevada Motorcycle Fatalities by Age

Year	<20	20–29	30–39	40–49	50–59	>59	Total
2010	3	6	11	10	12	6	48
2011	1	13	6	8	9	4	41
2012	2	15	3	5	8	10	43
2013	5	23	10	4	6	11	59
2014	6	24	8	9	8	8	63

Where: In 2014, 70 percent of Nevada motorcycle fatalities occurred in Clark County, the most populated and urban county in Nevada. Washoe County, the next largest, had eight fatalities representing 12 percent of the total fatalities. The remaining 15 counties in the state had a combined total of 11 fatalities.

Traffic Safety Facts for Nevada: 2010-2014 Motorcyclist Fatalities by County

County Name	Fatalities					Fatalities Per 100,000 Population				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
Carson City	1	1	1	0	3	1.81	1.83	1.83	0.00	5.50
Churchill County	2	0	0	1	1	8.07	0.00	0.00	4.16	4.17
Clark County	32	25	29	46	44	1.64	1.27	1.45	2.27	2.13
Douglas County	2	1	1	0	1	4.25	2.13	2.13	0.00	2.10
Elko County	0	2	1	0	0	0.00	4.04	1.96	0.00	0.00
Esmeralda County	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Eureka County	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Humboldt County	1	0	1	0	1	6.02	0.00	5.85	0.00	5.79
Lander County	0	2	1	0	0	0.00	34.20	16.87	0.00	0.00
Lincoln County	1	1	0	1	0	18.65	18.98	0.00	19.05	0.00
Lyon County	1	0	1	1	2	1.92	0.00	1.95	1.95	3.86
Mineral County	0	0	0	1	0	0.00	0.00	0.00	21.93	0.00
Nye County	4	3	0	2	2	9.12	6.92	0.00	4.73	4.73
Pershing County	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Storey County	0	0	0	0	1	0.00	0.00	0.00	0.00	25.56
Washoe County	4	6	7	7	8	0.95	1.41	1.63	1.61	1.82
White Pine County	0	0	1	0	0	0.00	0.00	10.01	0.00	0.00

When: The two highest months for motorcycle crashes are September with 11 percent of motorcycle crashes and May with 10.5 percent. The highest crash days are Fridays and Saturdays with close to 17 percent of the total each day.

Highest crash times in the day are 3 p.m. through 6 p.m. followed by noon through 3 p.m. 67 percent of crashes occur in daylight.

Why: 42 percent of fatal injury crashes were angle crashes. More than 36 percent of fatal injury crashes were non-collision crashes.

Speeding continues to be a significant factor in crashes, as well as impaired riding and improper licensing and training.

Strategies

In 2011 the Office of Traffic Safety hosted a NHTSA team to develop recommendations for the Nevada Rider Motorcycle Safety Program. A key recommendation was to develop a coalition of motorcycle safety advocates to review and identify new strategies and safety countermeasures to reduce fatalities and serious crashes in Nevada. In 2016 Nevada's program will again receive a NHTSA assessment which will be used to update and inform our countermeasures and programs.



In 2014 the Nevada Executive Committee on Traffic Safety approved the addition of the Motorcycle Critical Emphasis Area (CEA) to the Strategic Highway Safety Plan. This CEA Team is serving as the Nevada motorcycle coalition. The team has created four strategies and is currently working on the action steps for each strategy. The strategies are:

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

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem specific countermeasures for projects under Performance Measure 7:

Chapter 1 – Alcohol Impaired and Drugged Driving
Chapter 3 – Aggressive Driving and Speeding
Chapter 5 – Motorcycle Safety

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

Funding Source

The Nevada Rider Program is housed in the Office of Traffic Safety, and is primarily state fee-based: \$6.00 per motorcycle registration. Paid and earned media campaigns are supplemented with federal grant funds as well, to increase awareness among both motorcyclists and motorists on the road. The State's 2015 budget for the program was \$764,600.

See funding sources for project TS-2017-NVOTS-00093 on page 83.



Related Projects

TS-2017-NVOTS-00093—Nevada Office of Traffic Safety—Program Management: Motorcycle

Funding Source: 405(f)

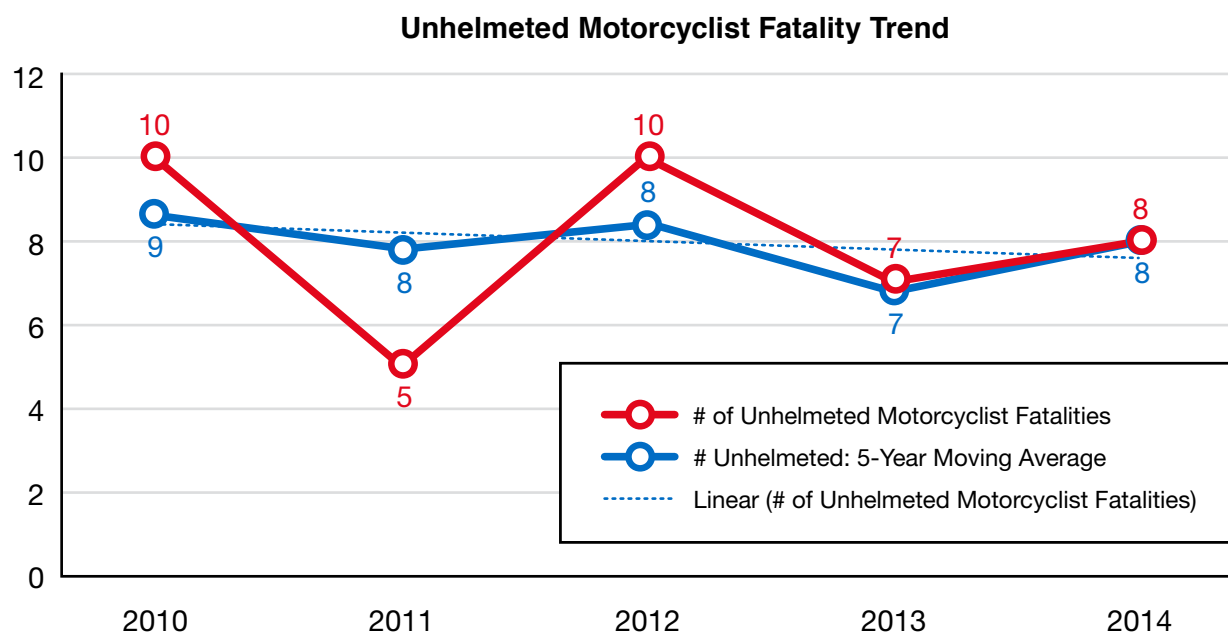
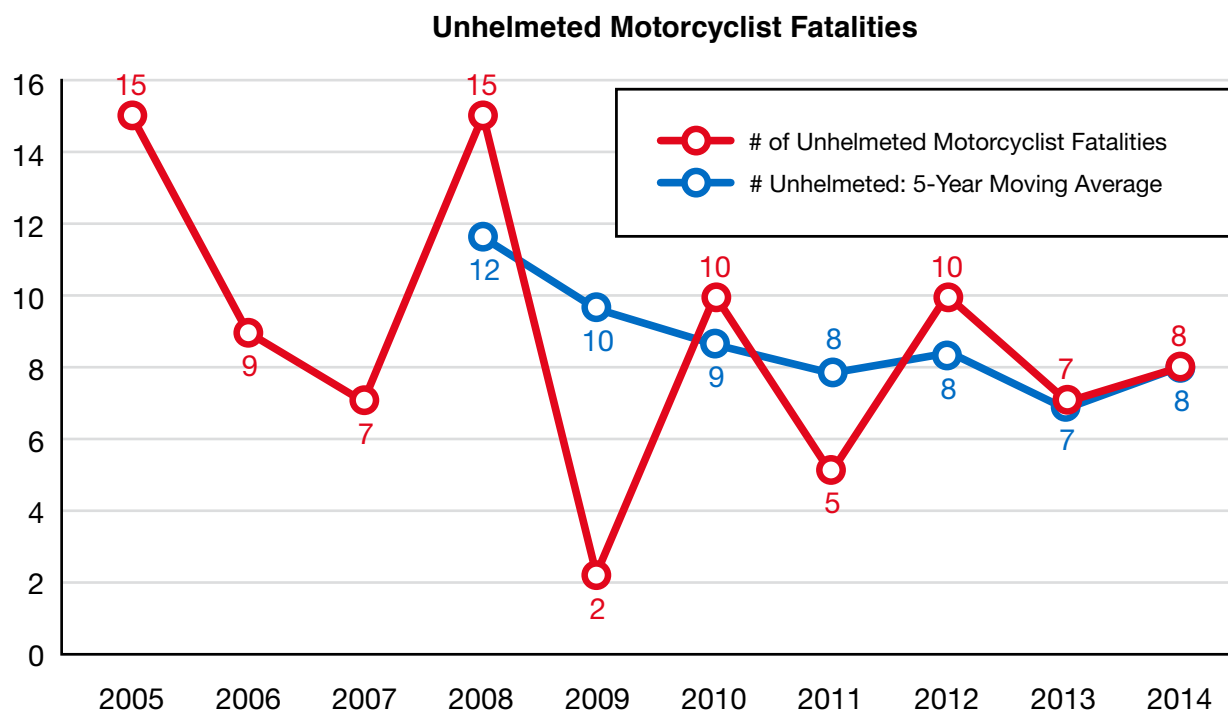
The Nevada Rider Motorcycle Safety Program is the State's motorcycle safety program and it receives fee-based funds for every street motorcycle registration. These fees are collected by the DMV and transferred to the motorcycle program account.

In the past during the State's budget crisis the 2011 Legislature changed the statute to allow "sweeping" of motorcycle safety funds into the general fund. However, in 2015 the statute was reversed to pre-2011 language and the motorcycle funds are once more protected.

The program has experienced a recent makeover after NHTSA's Technical Assessment of the Program in 2011. The federal funds permit more paid media and outreach efforts for the motorcycle program than the state budget would allow. They also supplemented the HVE efforts of the Joining Forces Program when conducting paid and earned media (high visibility) events.

PERFORMANCE MEASURE 8

NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES



Justification for Performance Target

2017 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2017, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2017 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2017 Target

Decrease the upward trend so that the 2010–2014 five-year moving average of eight unhelmeted motorcycle fatalities remains at eight, which is less than the projected nine unhelmeted motorcycle fatalities, by December 31, 2017.

Problem ID Analysis

What: Between 2010 and 2014 there were 40 unhelmeted fatalities.

Nevada Motorcyclist Fatalities by Helmet Use and Lives Saved Estimates

Year	Total	Helmeted	Unhelmeted	Unknown Helmet Use	Percent Known Helmeted*	Lives Saved at Current Helmet Use	Additional Lives Savable at 100% Helmet Usage
2010	48	38	10	0	79	22	4
2011	41	36	5	0	88	21	2
2012	43	26	10	7	72	18	4
2013	59	50	7	2	88	31	3
2014	63	52	8	3	87	32	3

Who: As with all motorcyclist fatalities, the unhelmeted fatalities are predominantly male. FARS data includes moped rider fatalities in the total of all motorcycle fatalities; however, moped riders are an exception to Nevada's universal helmet law. Of the eight unhelmeted fatalities in 2014, six were moped riders who were not required to wear helmets.

Where: In 2014, 70 percent of Nevada motorcycle fatalities occurred in Clark County, the most populated and urban county in Nevada. Washoe County, the next largest, had eight fatalities representing 12 percent of the total fatalities. The remaining 15 counties in the state had a combined total of 11 fatalities.

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

The helmet law does not extend to moped riders who represented 75 percent of the unhelmeted fatalities.

Performance Goal

See Performance Goals for Performance Measures 1 and 7.

Strategies

See Strategies for Performance Measures 1 and 7.

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com).

Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem specific countermeasures for projects under Performance Measure 8:

Chapter 2 – Seat Belts and Child Restraints

Chapter 5 – Motorcycle Safety



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

Funding Source

See funding sources for project TS-2017-NVOTS-00093 on page 83.

Related Projects

TS-2017-NVOTS-00093—Nevada Office of Traffic Safety—Program Management: Motorcycle

Funding Source: 405(f)

The Nevada Rider Motorcycle Safety Program is the State's motorcycle safety program and it receives fee-based funds for every street motorcycle registration. These fees are collected by the DMV and transferred to the motorcycle program account.

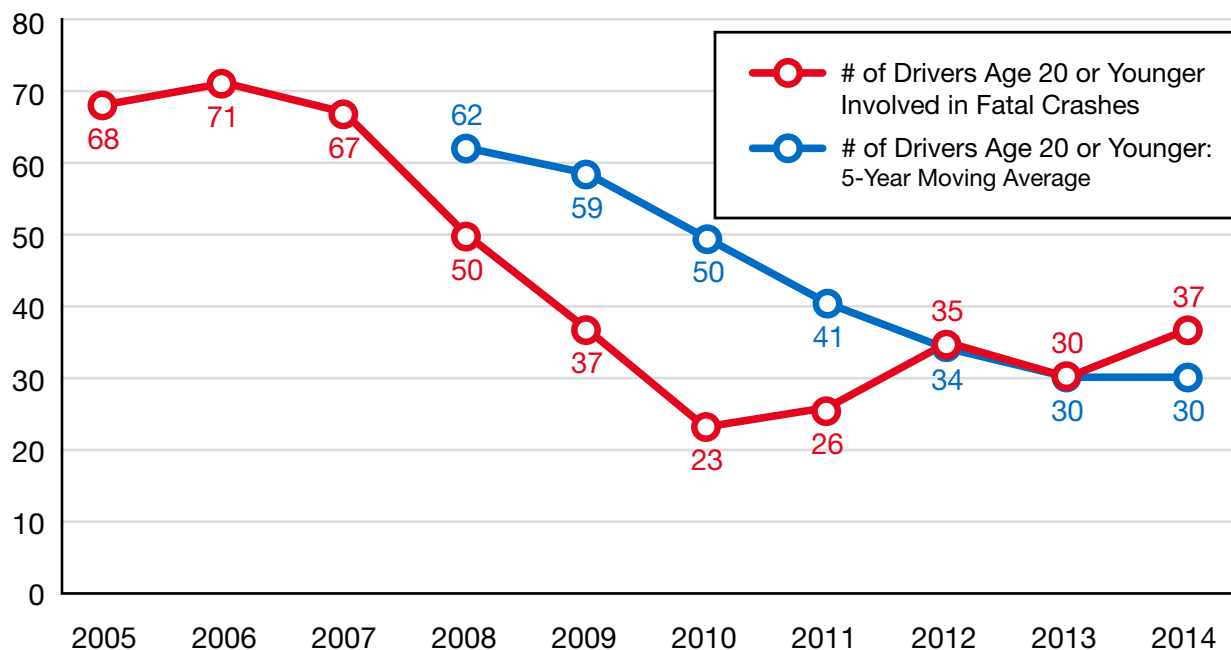
In the past during the State's budget crisis the 2011 Legislature changed the statute to allow "sweeping" of motorcycle safety funds into the general fund. However, in 2015 the statute was reversed to pre-2011 language and the motorcycle funds are once more protected.

The program has experienced a recent makeover after NHTSA's Technical Assessment of the Program in 2011. The federal funds permit more paid media and outreach efforts for the motorcycle program than the state budget would allow. They also supplemented the HVE efforts of the Joining Forces Program when conducting paid and earned media (high visibility) events.

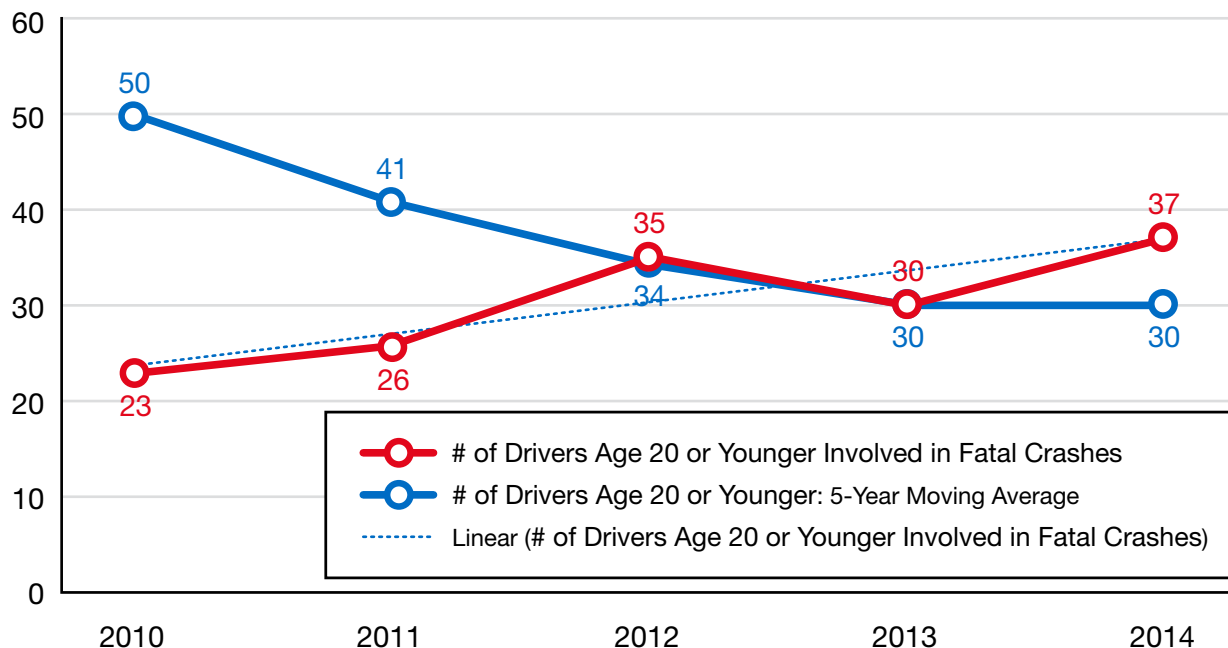
PERFORMANCE MEASURE 9

NUMBER OF DRIVERS AGE 20 OR YOUNGER IN NEVADA FATAL CRASHES

of Drivers Age 20 or Younger Involved in Fatal Crashes



of Drivers Age 20 or Younger Involved in Fatal Crashes Trend



Justification for Performance Target

2017 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2017, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2017 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2017 Target

Decrease the upward trend so that the 2010-2014 five-year moving average of 30 fatalities involving a driver age 20 and younger is 38, which is less than the projected moving average of 39 fatalities involving a driver age 20 and younger by December 31, 2017.

Problem ID Analysis

What: From 2010 through 2014, 1,322 traffic fatalities occurred on Nevada roadways. Of those, 159 involved drivers aged 15 to 20.

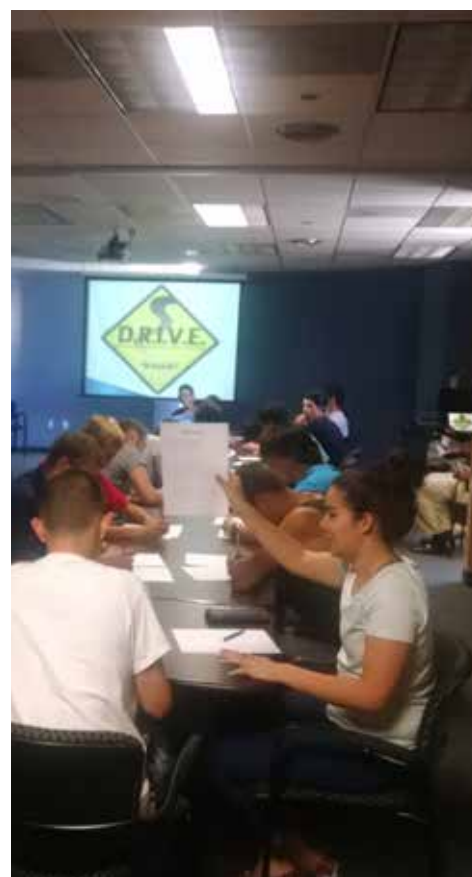
Year	2010	2011	2012	2013	2014
Age 15-20	24	26	41	30	38

Who: Between 2010 and 2014, 27 motorcyclist fatalities occurred among drivers at or under 20 years old. In that same time period, 45 unrestrained fatalities occurred among vehicle occupants at or under age 20, and 54 impaired driving fatalities involved drivers ages 15 to 20. In that same time period, the motor vehicle death rate for male drivers and passengers ages 15 to 20 was more than double that of their female counterparts.

Where: In 2014, 11 motor vehicle fatalities involved drivers age 15 to 20 occurred in Clark County. Washoe County, had two fatalities representing 6.7 percent of the total fatalities. The four remaining fatalities were in rural Elko, Eureka, Lyon, and Pershing Counties.

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

Why: Teens are far more likely to underestimate dangerous situations, speed, and distraction factors due to their inexperience. In 2014, 147 drivers ages 15 to 20, cited speed as a factor that were involved in a motor vehicle crash, 269 drivers cited suspected alcohol and/or drug use, and 95 drivers indicated that the teens involved were not restrained.



Strategies

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan www.zerofatalitiesnv.com. The project strategy for teens includes:

- Encouraging safe driving habits by increasing awareness of safety belt usage and of the dangers of impaired, distracted, and aggressive driving through public media campaigns and in-school programs.
- Educating teens about traffic safety through community-based organizations, workshops, mentoring, and providing resources for effective traffic safety projects.
- Working with statewide and local law enforcement agencies to continue to promote and educate teens about safe driving behaviors.
- Creating public education programs that will reach and engage the target demographic.

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem specific countermeasures for projects under Performance Measure 9:

Chapter 1 – Alcohol Impaired and Drugged Driving
Chapter 2 – Seat Belts and Child Restraints
Chapter 3 – Aggressive Driving and Speeding
Chapter 4 – Distracted and Drowsy Driving
Chapter 6 – Young Drivers

Funding Source

See funding sources for projects TS-2017-NVOTS 658-000111, 00121, TS-2017-Drivers Edge-00076 and TS-2017-BGCSNV-00045 on page 83.



Related Projects

TS-2017-NVOTS 658-000121—Nevada Office of Traffic Safety—‘Zero teen Fatalities’ Program

Funding Source: NDOT

Motor vehicle crashes are the leading cause of young driver fatalities in the United States. Based on miles driven, teenagers are involved in three times the number of fatal crashes for all other drivers. Specific behaviors are associated with the causes of their high fatality rate, including speeding, distracted driving, and driving under the influence of alcohol and/or drugs, combined with inexperience and immaturity. Lack of seat belt use also contributes to a high percentage of preventable teen driver deaths.

Zero Teen Fatalities (ZTF) was developed to address Nevada’s Strategic High Safety Plan, specifically Strategy 3.4: “Education - Educate young drivers, reduce underage drinking and driving, increase awareness, improve pedestrian and motorist safety awareness.” Zero teen Fatalities increases awareness of the impact of seat belt usage and the dangers of impaired and distracted driving, as well as speeding and aggressive driving, which are all critical safety issues for this age group. This program also addresses the importance of pedestrian safety and the rising fatality rate for pedestrians in Nevada.

Zero teen Fatalities uses a combination of school and classroom presentations, assemblies, administrator/educator meetings, parent presentations, driver’s education classes, and other venues and events to spread awareness about teen driving issues. 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. For 2017 Zero Teen Fatalities will also bring Nevada’s D.R.I.V.E. program under its wing to pilot this program’s development statewide. D.R.I.V.E. (Driving Responsibly Includes Vehicle Education). The D.R.I.V.E. Program is a drivers safety course designed by NHP Troopers to be used in conjunction with NV juvenile courts. The course educates juveniles that have received a traffic citation or have been involved in a vehicle crash using educational videos, pictures and real life stories shared by the troopers. The program addresses the “5 critical emphasis areas” from the NV Strategic Highway Safety Plan.

TS-2017-NVOTS 658-000111—Nevada Office of Traffic Safety—‘Zero teen Fatalities’ Program Management and ZTF Temps

Funding Source: NDOT

Motor vehicle crashes are the leading cause of young driver fatalities in the United States. Based on miles driven, teenagers are involved in three times the number of fatal crashes for all other drivers. Specific behaviors are associated with the causes of their high fatality rate, including speeding, distracted driving, and driving under the influence of alcohol and/or drugs, combined with inexperience and immaturity. Lack of seat belt use also contributes to a high percentage of preventable teen driver deaths.

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

TS-2017-Drivers Edge-000076—The Payne Foundation, Inc.—Driver's Edge Teen Safe Driving Program
Funding Source: NDOT

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

Driver's 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-2017-BGCSNV-00045—The Boys and Girls Club of Southern Nevada—Automobile Life Skills Training
Funding Source: 402

The Automobile Life Skills training is conducted as individual, four-hour Auto Safety and Car Care Clinics designed for student drivers (ages 15-18) and their parents.

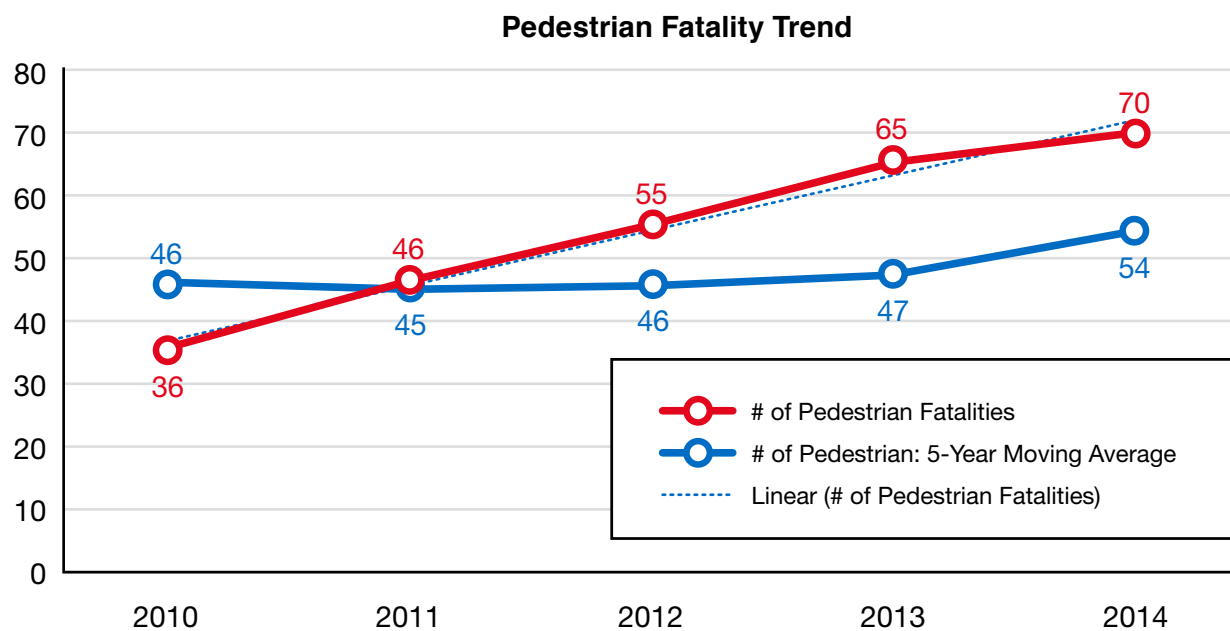
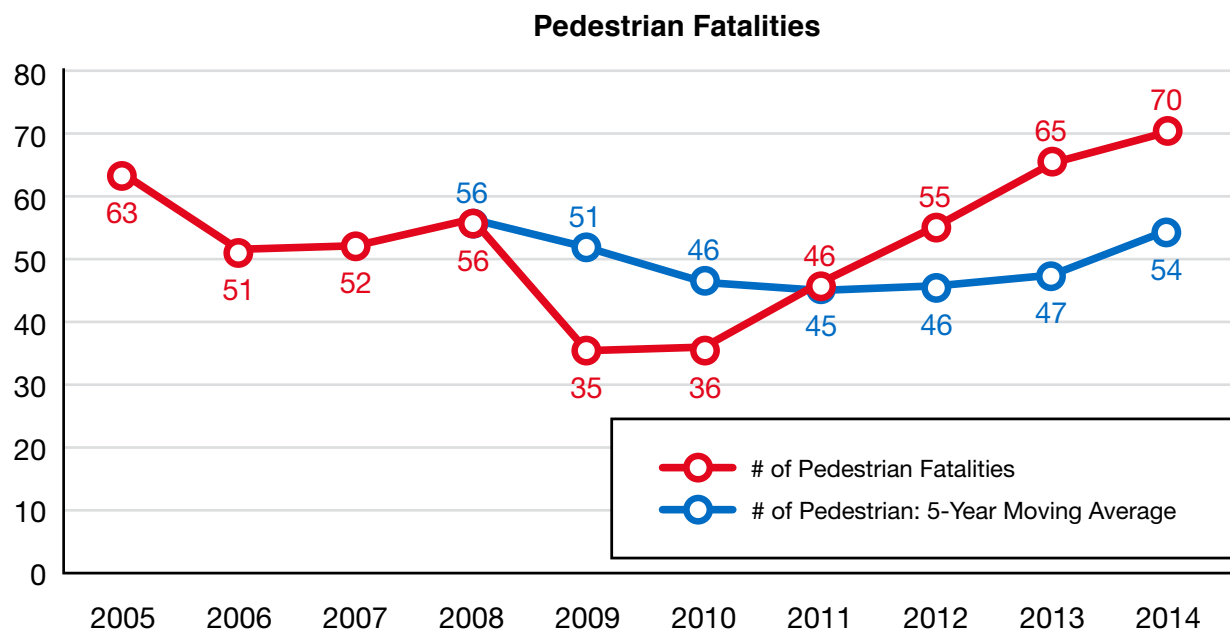
Guest speakers from all areas of traffic safety will be invited to participate. These community partners and stakeholders include: Nevada Department of Transportation, Nevada Department of Public Safety, Office of Traffic Safety, Nevada Highway Patrol, Clark County School District Learning Academy, Clark County School District Police, City of Henderson Police Department, Las Vegas Metropolitan Police Department, legal and insurance agencies.

Each speaker will address their area of expertise as it pertains to teen driver safety, technology, and cost savings. The use of pre-tests and post-tests, opportunities for open dialogue, and information exchange will give the program management and funding agency an immediate view of the impact in a net gain in knowledge.

The Boys and Girls Clubs of Southern Nevada serve as a perfect partner for this program. The 14 Clubhouses serve over 1800 teens from diverse backgrounds between the ages of 13–18 so not only current prospective drivers but also future individuals. By incorporating this program early, and teens become more enthusiastic about getting their license at the age of 16. Boys and Girls Clubs have already been involved in some distracted driving programs including Road Code which provides simulators in Clubhouses to help teens get hands on experience. This program reaches a demographic of teen drivers that may not have ready access to hands on driving education since most Nevada high schools have removed driver's education programs.

PERFORMANCE MEASURE 10

NUMBER OF PEDESTRIAN FATALITIES



Justification for Performance Target

Pedestrian fatalities continue to increase in Nevada, so much so that according to NHTSA statistics Nevada now ranks in the top states for percent of pedestrian/ bicyclist to total fatalities. In 2013 and 2014 Nevada's percentage of pedestrian fatalities total was 24 percent. A majority of pedestrian fatalities occurred mid-block on a roadway, and a large percent occurred in marked crosswalks. The greatest proportion of pedestrian serious injuries and fatalities occurred at intersections. To address the issue, the Pedestrian Safety CEA Team established measurable objectives and developed new strategies for both fatalities and serious injuries.



FY 2017 Target

Decrease the upward trend so that the 2010–2014 five-year moving average of 54 pedestrian fatalities is 80, which is less than the projected 81 pedestrian fatalities, by December 31, 2017.



Problem ID Analysis

What: Between 2010–2014, 272 pedestrians died in crashes on Nevada's roads. After a sharp decline in 2009 and 2010, pedestrian fatalities have risen consistently to a high of 70 in 2014. Preliminary numbers show 2015 pedestrian fatalities are continuing the rising trend.

Who: Men over the age of 50 are most likely to be killed crossing streets, on sidewalks and in medians; both male and female fatality numbers are highest for those over age 50.

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

Where: There are two main population areas in the state, Clark and Washoe Counties. Those two counties combined with the capital, Carson City, make up 90 percent of the State's population and 96.4 percent of the 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. Where crashes happen is sharply contrasted in regard to urban verses rural. In the rural areas pedestrian fatalities and critical injuries happen when crossing highways that connect cities. Looking at critical injury crashes in all three areas indicates a more evenly divided fault between drivers and those on foot; however, a majority (66 percent) of pedestrian injuries and fatalities happened mid-block on a roadway. Those crossing at an intersection, with or without a crosswalk, made up 24 percent of the total of those killed and injured, where neither action is strictly the fault of either the driver or pedestrian.

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

The urban sprawl design has begun to appear in Washoe County now as well, and it is contributing to the increase in pedestrian fatalities, where in two of the last five years pedestrians have been more than 40 percent of the total number of road fatalities.

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

Strategies

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

Countermeasure Strategy

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

Chapter 1 – Impaired Driving
Chapter 4 – Distracted and Drowsy Driving
Chapter 6 – Young Drivers
Chapter 7 – Older Drivers
Chapter 8 – Pedestrians

The effectiveness of these strategies is documented within the Countermeasures That Work publication, which can also be referenced for specifics on Nevada's strategies.

Funding Source

See funding sources for TS-2017-NVOTS 658-00102, TS-2017-UNR-00024, TS-2017-NLVPD-00013, TS-2017-UNLV-00068, and TS-2017-RPD-00061 on page 83.

Related Projects

TS-2017-RPD-00061—Reno Police Department—Reno PD Pedestrian Safety Program

Funding Source: 402 (New Pedestrian Funds)

To change the existing upward trend of pedestrian fatalities, the Reno Police Department will be enforcing pedestrian safety laws and providing education to distracted pedestrians. This project will focus on distracted pedestrians talking on their cell phones while walking, not paying attention, and/or wearing headphones that restrict the ability to hear oncoming traffic. The Reno and Las Vegas urban areas are where the pedestrian safety problems exist in Nevada. Approximately 60 percent of the pedestrian fatal crashes are the pedestrian at fault, but that doesn't mean that efforts aren't also being made toward educating motorists on the law. Pedestrian safety is one of the six critical emphasis areas of the state's SHSP.

TS-2017-UNLV-00068—Board of Regents, Nevada System of Higher Education,

obo UNLV—Vulnerable Road Users Project 2017

Funding Source: 402 (New Pedestrian Funds)

Pedestrians and bicyclists are the most vulnerable road users. This program provides a multi-level solution to pedestrian and bicyclist fatalities through education and awareness via committees and media outreach to bring awareness to the dangers affecting pedestrian and bicyclist safety.

TS-2017-NLVPD-00013—North Las Vegas Police Department—Traffic Safety “Pedestrian Safety, Awareness and Education Program”

Funding Source: 402 (New Pedestrian Funds)

This program provides the citizens, both adults and children, of North Las Vegas with an increased awareness of pedestrian safety issues through education and enforcement thereby decreasing the number of pedestrian fatalities. The focus will balance slightly toward pedestrian enforcement to reduce fatalities caused by dangerous pedestrian behaviors. Driver education and enforcement will include awareness of the dangers of distractions such as handheld mobile devices which increasingly contribute to pedestrian collisions.

TS-2017-UNR-00024—Board of Regents, Nevada System of Higher Education, obo UNR—Pedestrian Safety Project

Funding Source: 402

The goal of the project is to increase the safety of pedestrians on and around the University of Nevada, Reno campus and educate both pedestrians and motorists about the danger of distractions while using public roadways. University Police Services would like to continue educating the public about the dangers of distractions on Nevada roadways. The educational campaign will focus on eliminating distractions, using designated crosswalks, pedestrian walkways, and stutter flashes where available and obeying speed limit signs and traffic safety devices.

The educational campaign will include a 30 second PSA, posters and flyers, campus activities, and enforcement. The campaign will be geared toward college aged students, but will be appropriate for the entire community including K-12 aged school children. As time and funding permit, the project team will reach out to those school aged children for educational opportunities.

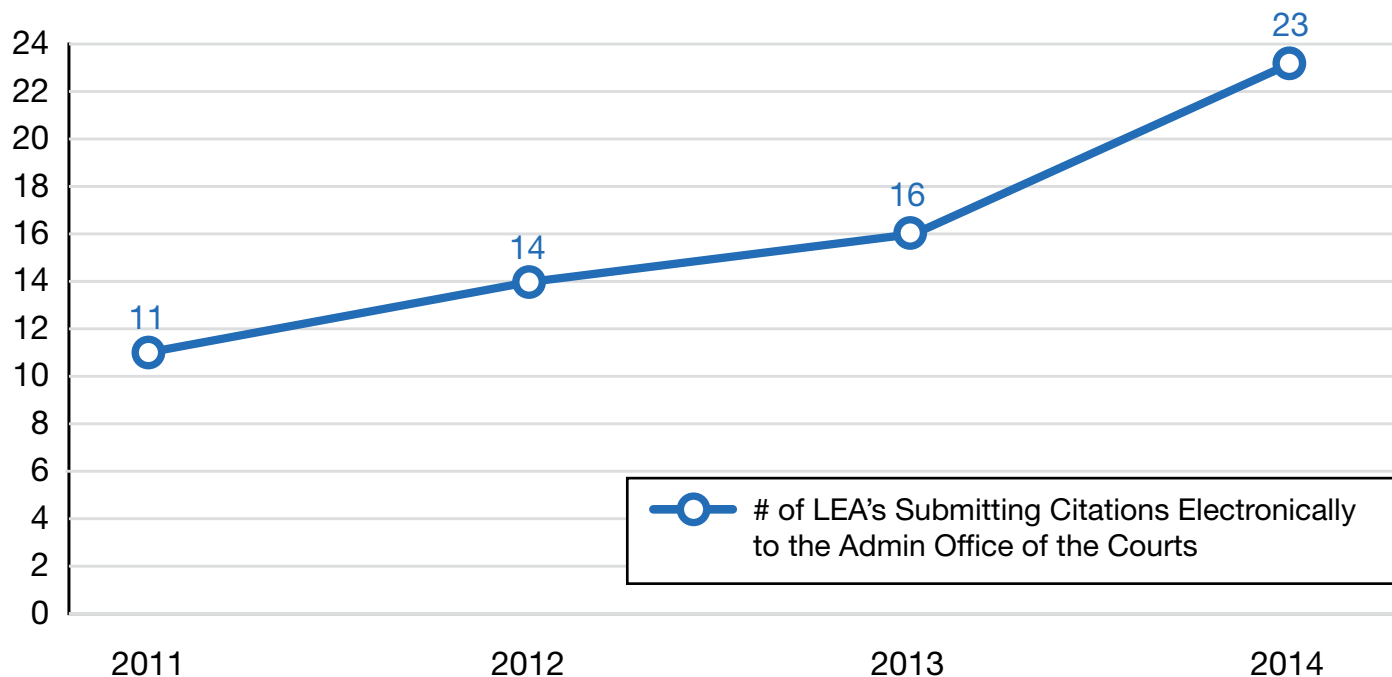
**TS-2017-NVOTS 658-00102—DPS-Office of Traffic Safety 658—Program Management: Pedestrian/
Distracted/Communications Programs**

Funding Source: 402

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provides partial funding for the management and operating costs for the DPS-OTS distracted driving, pedestrian, and/or communications programs in the FFY 2017 Highway Safety Plan. This may also include NDOT's Highway Safety Improvement Plan (HSIP) monetary awards to the DPS-Office of Traffic Safety (in conjunction with the State's Strategic Highway Safety Plan (SHSP)).

PERFORMANCE MEASURE 11

TRAFFIC RECORDS



In 2015 Nevada's Traffic Records Program underwent an assessment. The findings in part recommended the Traffic Records Coordinating Committee (TRCC) and the Administrative Office of the Courts (AOC) work with individual courts to automate the process of receiving conviction information from all Nevada courts. It also suggested that Nevada create a citation tracking system to track tickets from issuance to disposition to reduce the incident of inconsistent commercial vehicle data, and to assess the enforcement process. This performance target for FY 2017 is a step toward both of these recommendations, as it automates getting the citation information to the AOC (and the 33 courts the AOC serves) through the NCJIS interface into the courts' case management system (CMS).

FY 2017 Target

Continue implementation of the remaining large law enforcement agencies reporting traffic citations through the central electronic system and evaluate smaller size agencies for suitability based on cost vs. number of citations by December 31, 2017.



Problem ID Analysis

State and local governments in Nevada recognize the need to collaborate in the development and implementation of a highway safety information system improvement program to provide more timely, accurate, complete, uniform, integrated, and accessible data to the traffic safety community. Achieving a statewide-integrated data system supports decision making when determining what countermeasures to pursue with the finite resources that are available. The State's Traffic Records Coordinating Committee (TRCC) includes members from all participating law enforcement agencies as well as the Administrative Office of the Courts (AOC), Department of Transportation (NDOT), Department of Motor Vehicles (DMV), Department of Health's Emergency Medical Systems (EMS), and commercial vehicle representation (NHP and FMCSA).

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

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. Currently, crash data from three large agencies (Las Vegas Metropolitan, Henderson, and Reno Police Departments) is collected by individual data pushes through a manual process. Methods for automating the collection of crash data are being developed in partnership with NDOT information technology researched to decrease the number of days it takes to input crash reports into the NCATS repository. A tracking system has been developed to collect DUI adjudication data that will capture conviction/acquittal/plea information, BAC (Breath Alcohol Content) results, drugs, and sentencing information. Its implementation can be initiated when all participating courts have been initialized with AOC.

Strategies

- Continue the NCATS Modernization Project currently being implemented, due for completion in FFY 2016. The vendor awarded is Brazos Technology from College Station, Texas.
- Identify and seek permanent funding sources to support hardware and software needs of participating agencies, such as fine enhancements, penalty assessments, or other fees attached to traffic convictions to support the Traffic Records system.
- Continue to improve on partnerships and collaboration with state agencies currently participating in the TRCC, including Emergency Medical Systems; Department of Motor Vehicles; and local, municipal, and state courts.
- Continue coordination with the SHSP partners, with critical emphasis on data quality.
- Develop automated agency report feedback. This will be developed with the NCATS Modernization Project. The back-end user should be able to utilize the data gathered in the state repository. TRCC will prioritize the integration of EMS data to state crash data in 2016.
- Continue to enhance geo-location of crash data in cooperation with NVDOT partners



Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. OTS will utilize strategies outlined in the following problem specific countermeasures for projects under Performance Measure 11:

- Chapter 1 – Alcohol Impaired and Drugged Driving
- Chapter 2 – Seat Belts and Child Restraints
- Chapter 3 – Aggressive Driving and Speeding
- Chapter 4 – Distracted and Drowsy Driving
- Chapter 5 – Motorcycle Safety
- Chapter 6 – Young Drivers
- Chapter 8 – Pedestrians

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

Funding Source

See funding sources for TS-2017-NVOTS 658-00101, 00122, 00123, 00124, 00129, and 00131 on page 83.

Related Projects

TS-2017-NVOTS 658-00101—Nevada Office of Traffic Safety—Program Management: Traffic Records
Funding Source: 402, 405(c)

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provides funding for the management and operating costs for the DPS-OTS Traffic Records and Nevada Citation & Accident Tracking System (NCATS) Modernization programs in the FFY 2017 Highway Safety Plan.

TS-2017-NVOTS 658-00122—Nevada Office of Traffic Safety—Traffic Records Coordinating Committee (TRCC)

Funding Source: 402

FAST requires states to maintain a Traffic Records Coordinating Committee (TRCC) at the executive and technical level to qualify for federal funding for traffic records. This project provides funding for TRCC member agency representatives' travel to and from meetings and any other expenses related to those meetings.

TS-2017-NVOTS 658-00123—Nevada Office of Traffic Safety—TS-RMS Interfaces

Funding Source: 405(c)

For the past several years, the Department of Public Safety, Office of Traffic Safety has been offering to law enforcement agencies an electronic citation and crash collection solution called "Brazos". The Brazos system allows police officers to electronically issue traffic and misdemeanor citations, and collect electronic crash records. Those cites and crashes upload into the Nevada Citation and Accident Tracking System (NCATS). This system allows for the reporting and analysis of crash and citation data to multiple users for traffic safety purposes.

One of the unintended consequences of this system is that agencies must print their citations and crashes out of Brazos and enter them into their records management systems (RMS). This creates an additional burden on agencies and acts as a deterrent to using the electronic system. Additionally, this increases the number of times the data is "touched" and therefore increases the possibility of errors being entered into tracking and storage systems.

TS-2017-NVOTS 658-00124—Nevada Office of Traffic Safety—Traffic Records Fixed Deliverables

Funding Source: 405(c)

The Nevada Citation & Accident Tracking System (NCATS) modernization project includes data collection software provided through contract with Brazos Technology (Brazos). This project will provide funding for equipment for participating agencies and new agencies to collect data through Brazos. One of the challenges for the NCATS project in Nevada has been getting law enforcement agency participation in the collection of citation and crash report data through electronic means. This has affected the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash and citation data. As the current software vendor, Brazos Technology has continued to improve their solution for data gathering, the number of participating agencies has surpassed the number using the prior vendor's software. The NCATS Modernization Project team and TRCC foresee increased interest among agencies.

As these agencies have not used electronic means for data collection in the past, they did not have the associated hardware for such a project. Providing funding for equipment for agencies to participate is helping to eliminate further this financial roadblock and improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash and citation data. This provides better data for the state overall, enabling state and local jurisdictions to use this data to contribute toward reducing traffic fatalities, injuries and crashes in Nevada.

TS-2017-NVOTS 658-00129—Nevada Office of Traffic Safety—Geo Location of Crashes

Funding Source: 405(c)

Geolocation will populate the specific GPS location on the eCrash data program that the officer utilizes on his tablet when they are diagramming the crash scene. This allows traffic safety partners to more specifically determine locations with high incidents.

TS-2017-NVOTS 658-00131—Nevada Office of Traffic Safety—Data Quality

Funding Source: 405(c)

This project will focus on data quality improvement at the time of data entry through creation of training materials, including video training, to instruct law enforcement officers how to correctly use the e-citation system, the Form 5 crash report and to better understand MMUCC standards for data reporting.

TS-2017-CCSO-00035—Carson City Sheriff's Office—Limited Fixed Deliverable

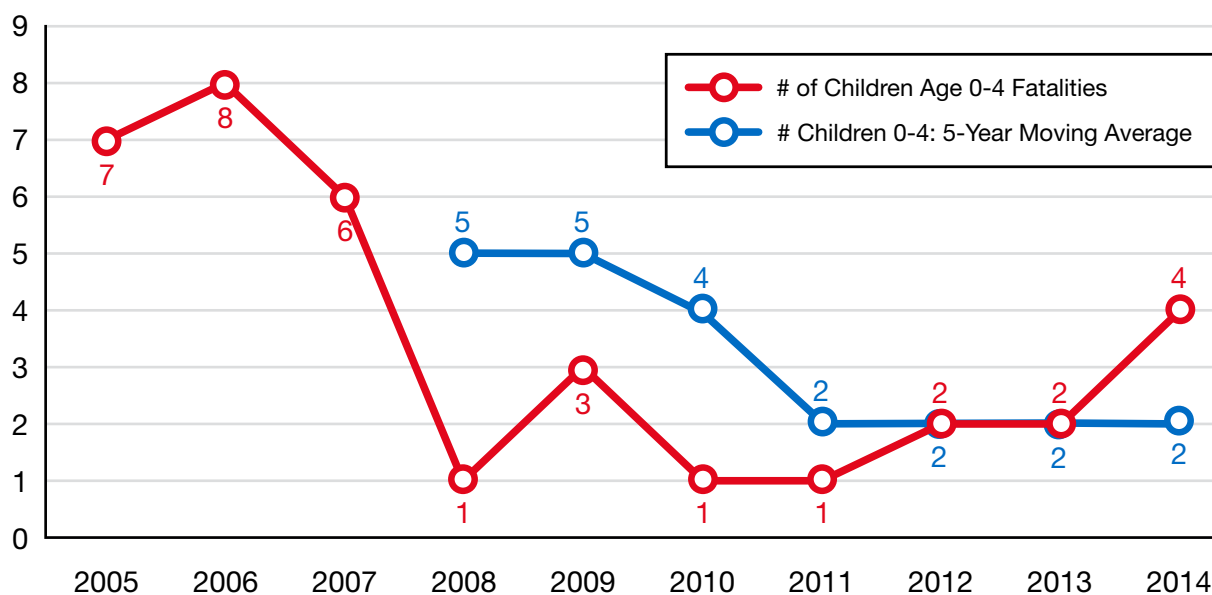
Funding Source: 402, 405(c)

This grant will be used to purchase electronic citation devices along with the accessories and TruSpeed Lidar units. The Carson City Sheriff's Office will pay for employee training in the use of the equipment, maintenance, and implementation of the equipment.

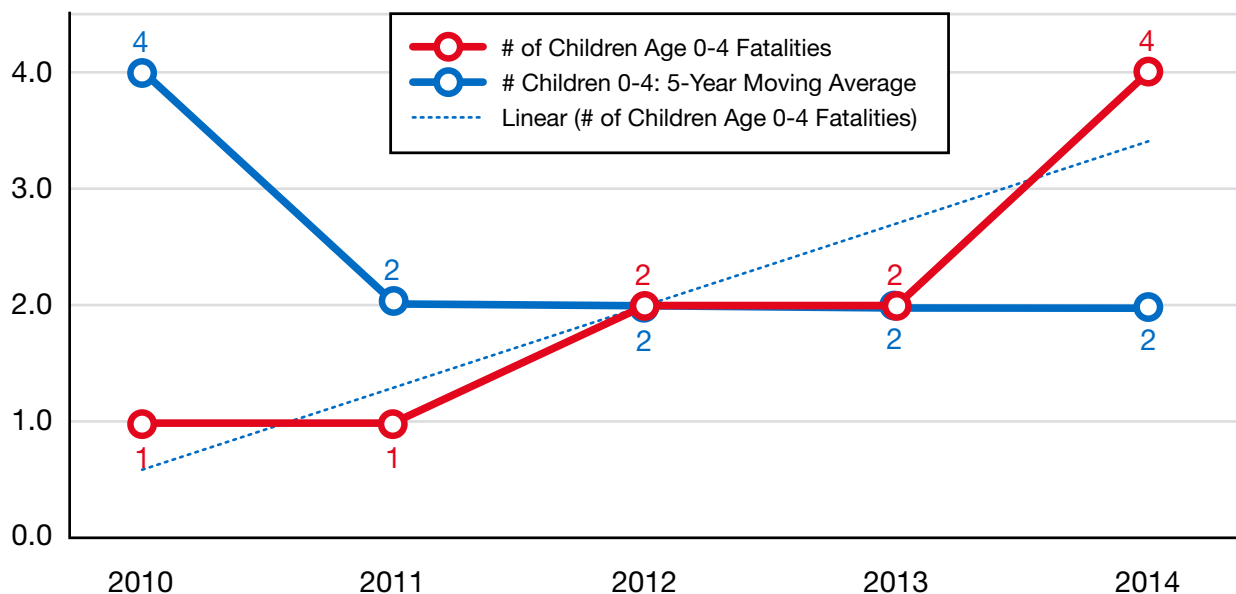
PERFORMANCE MEASURE 12

CHILD PASSENGER SAFETY

Children Age 0-4 Fatalities



Children Age 0-4 Fatality Trend





Justification for Performance Target

2017 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2017, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2017 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2017 Target

Decrease the upward trend so that the 2010–2014 five-year moving average of two fatalities of children age four and younger is three, which is less than the projected moving average of four fatalities of children age four and younger by December 31, 2017.

Problem ID Analysis

What: Nevada FARS data shows that there was 10 motor vehicle related fatalities for children aged 0 to 4 from 2010–2014.

Who: Only 69.4 percent of these children were reported as being properly restrained. There's a significant difference in injury severity in children based on restraint usage, with 21.8 percent of unrestrained children suffering critical injuries as opposed to 6.2 percent of restrained children.

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

Where: According to vital records data for 2012 from Southern Nevada Health District, motor vehicle crashes are the second leading cause of accidental death in children in Clark County, Nevada.

Why: Preliminary Nevada car seat check data for 2014 shows that out of 1,828 car seats inspected only 11 were installed correctly. Infant seats have the highest percent of critical misuse, followed by rear-facing convertible seats.

Countermeasure Strategy

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

Chapter 2 – Seat Belts and Child Restraints

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



Funding Source

See funding sources for TS-2017-NVOTS 658-00120, TS-2017-Nye Comm-00021, TS-2017-REMSA-00015, TS-2017-Trauma Services-00047, TS-2017-EV Fam-00056, TS-2017-RWFRC-00011 and TS-2017-CFRC-00028 on page 83.

Related Projects

TS-2017-NVOTS 658-00120 —Nevada Office of Traffic Safety—First Responder/CPS Training

Funding Source: CPASS

This grant provides resources to facilitate necessary Child Passenger Safety training to state and local law enforcement personnel and other first/emergency responders (e.g. firefighters, EMS and hospital staff), enabling agencies statewide to assist with public inquiries regarding proper child safety seat fittings, choices, best practices, and Nevada laws. It also provides the resources to provide age/weight appropriate child restraints to communities throughout the state that cannot afford to provide their own.

TS-2017-Nye Comm-00021—Nye Communities Coalition—Occupant Protection

Funding Source: 405(b)

Nye Communities Coalition (NyECC) will coordinate and conduct child safety seat installations and education for children and their parents throughout Nye County. NyECC will utilize community events as a means to educate the community about the importance of using safety seats and on correct installation and use of the seats; and it will conduct regular individual seat checks (by appointment) in the three main city centers of the county: Pahrump, Tonopah, and Beatty. NyECC will proactively educate local communities about Nevada's seat belt and child seat laws that require front and rear seat occupants of passenger vehicles to wear safety belts (over age 6 or 60 pounds) or ride in an approved child restraint that is also properly installed in the vehicle per manufacturer's recommendations.

**TS-2017-REMSA-00015—Regional Emergency Medical Services Authority—REMSA Point of Impact
Funding Source: 405(b)**

REMSA's Point of Impact program addresses child restraint safety by offering a comprehensive Child Passenger Safety education program. Parents are educated on the proper use and installation of car seats through monthly checkpoints offered at various community locations throughout the Reno/Sparks area. In addition, Point of Impact offers the National Child Passenger Safety Certification Training multiple times each year. This course draws participants from rural communities throughout the state. Recertifying technicians are given the opportunity to fulfill recertification requirements by attending the monthly checkpoints—at which an instructor is generally available to provide seat sign-offs—and by attending one of the multiple continuing education unit (CEU) sessions Point of Impact offers each year.

**TS-2017-Trauma Services-00047—Clark County Safe Kids—Tri-Hospital Based Child Passenger
Safety Program**

Funding Source: 402

Hospitals have an interest in occupant protection no matter what the age is of the patient and especially at a hospital with a trauma center. Therefore, a thorough set of discharge protocols including language about seat belt use beyond car seats and booster seats is advantageous for the community. NHTSA has encouraged hospitals and hospital systems to address CPS in their discharge policies and consider the recommendations that this grant intends to address; to develop and implement policies at three area “sister” hospitals within the same healthcare system. The protection of children is of primary concern and child passenger safety should be implemented holistically in a hospital system which is the goal for this grant. The initial step is to develop a child passenger safety discharge policy based on the NHTSA recommendations and best practices. Through this grant an inclusive approach will be taken, involving multiple areas of the hospital to implement a CPS policy, develop a program, and serve as a resource to the community. With Sunrise Hospital as the lead hospital for Clark County Safe Kids and the lead within the hospital system of HCA in Clark County; a partnership will be used to establish the programs and policies at all three hospitals. Because of this long standing partnership there will be coordination of the following areas when developing the CPS program: nursing and medical staff, risk management, pediatrics, maternal child unit, trauma services, NICU, marketing, community outreach, case management, and rehab. The goal is to develop policies and list the patients and units covered by the policy, create proper documentation, train appropriate staff as a CPS technician(s), inclusion of patient education, and develop appropriate referrals for the distribution of car seats and special needs seats.

TS-2017-EV Fam-00056—East Valley Family Services—Child Restraint Safety Program

Funding Source: 402

East Valley Family Services (EVFS) serves low-income families in Central and East Las Vegas as well as Laughlin. A large portion of the clients served are Hispanic families. Many of these families come directly from Mexico or other Central American countries without education and the necessities to gain citizenship. The realization that car seats are mandatory in Nevada often doesn't reach them until they have been stopped or a crash happens. They live largely under the radar and often cannot afford car seats. Nevada trauma data determined that injury and hospital resource utilization disparities are significant between Hispanic and non-Hispanic children injured in motor vehicle crashes. 35.8 percent of Hispanic children were unrestrained, compared to 25.8 percent of non-Hispanic children (UNSOM, 2005-2012). This difference in restraint use may explain injury and hospital resource utilization disparities found. Compared with their non-Hispanic counterparts, Hispanic children:

- Had more head and spine injuries although there was no significant difference in overall injury
- Spent more days on a ventilator
- Accrued significantly higher hospital charges

EVFS will increase child passenger safety through conducting child safety education, inspection, and installation services to East/Central Las Vegas and Laughlin communities, using their existing partnership with the Title One area schools. Public awareness of the car seat safety program will be conducted at all community outreach and public events. Four seasonal car seat safety events including inspections will be held at the EVFS main site in East Las Vegas.

TS-2017-RWFRC-00011—Ron Woods Family Resource Center—Ron Wood Child Car Seat Safety Program

Funding Source: 402

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



TS-2017-CFRC-00028—Cappalappa Family Resource Center—Cappalappa Car Seat Safety Program

Funding Source: 402

Cappalappa Family Resource Center works with low income families in the Moapa Valley area. This program will educate the public and demonstrate proper use of legal child restraints. This project is designed to provide both education and equipment, with training on proper use to assist parents in protecting their children while they are passengers in a motor vehicle. The information and project will be open to all families regardless of their economic status however the safety seats will be provided to those families that are unable to afford the proper safety seat. CFRC will conduct at least four community car seat checkpoint/workshops in Northeast Clark County during the project period. CFRC will also be available five days a week for walk-ins. Educational materials will be available to the public during business hours as well as to distribute to local businesses.

TS-2017-NHP-00130—Nevada Highway Patrol—Child Safety Seat Technician

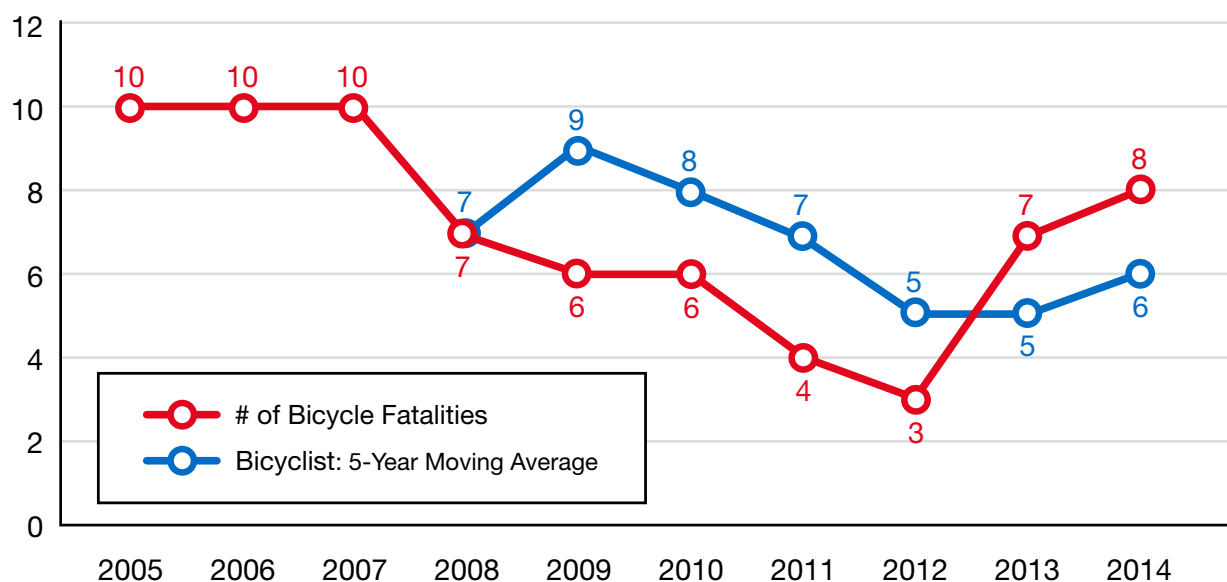
Funding Source: 402

The Nevada Highway Patrol will provide Child Safety Seat Technician Training for all new NHP cadets during their Academy. This will effectively produce upwards of 60 certified Technicians annually across the entire State. State Troopers interact with hundreds of motorists daily on Nevada roadways and have direct access to provide correct car seat installation and education to parents. This program budget will fund Child Safety Seat Technician training costs, certification fees, and supplies. Additional car seat purchases for Trooper checkpoint events and everyday needs will be augmented through TS-2017-NVOTS 658-00120.

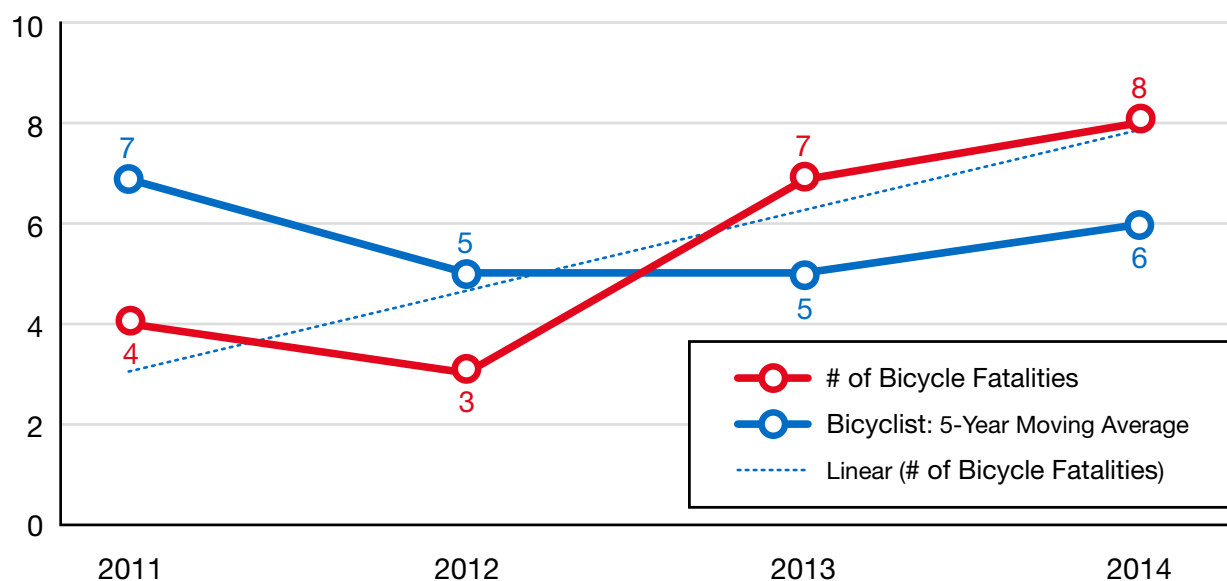
PERFORMANCE MEASURE 13

NUMBER OF BICYCLE FATALITIES

Bicycle Fatalities



Bicycle Fatality Trend





Justification for Performance Target

Bicycle fatalities are very costly and affect a large age group in Nevada from children to adults. Each person killed on a bicycle has a family that suffers long term ramifications from this incident. By building safer travel ways for bicyclists and educating the public about bike safety and proper helmet use, Nevada can alleviate some of these crashes and save a life.

FY 2017 Target

Decrease the upward trend so that the 2010–2014 five-year moving average of six bicycle fatalities is nine, which is less than the projected moving average of 10 bicycle fatalities by December 31, 2017.

Problem ID Analysis

What: Between 2010 and 2014, there were 28 bicyclist fatalities on Nevada roadways and sidewalks. Bicycle fatalities comprise an average of two percent of the overall fatalities on Nevada roadways during this timeframe.

Who: According to NDOT data, males are the majority of fatalities on a bicycle. Looking at age groups, the most likely to be killed on bicycles are those between the ages of 7 and 15 years old and 46 and 55 years old. Looking at all riders treated in Nevada Trauma Centers, the age group between 15 and 19 were the least likely to wear a helmet. Another fact is that typically those who had no insurance did not wear helmets, which indicates that more education of helmet use is a critical life-saving message.

Where: In the five year FARS data from 2010–2014, the majority of bicycle fatalities happened in Clark County, the most populated urban area in the state, followed by Washoe County, the second most populated area in the state. Rural counties such as Lyon, Douglas, and Nye each experienced bicycle fatalities at a much smaller number.

When: While the days of the week vary for fatalities, Friday and Saturday saw the highest numbers of deaths per NDOT data and Sunday reflected the fewest numbers of deaths. The month of August consistently reflected the highest number of deaths of bicyclists.

Why: The contributing factor listed most often on bicycle crashes is improper crossing, followed by failure to yield; both could be either the driver of the car or the rider of the bicycle. Data also indicates that riding on the sidewalk puts a cyclist at greater risk, as does “darting” into a roadway. Another cause of crashes and serious injuries for cyclists was being impaired and under the influence of drugs. A majority of bicyclist admitted to Nevada Trauma Centers tested positive for alcohol and or drugs.

Strategies

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

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. For the projects detailed under Performance Measure 13, OTS will utilize strategies outlined in the following problem-specific countermeasures:

Chapter 9 – Bicycles

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

Funding Source

See funding source for program TS-2017-UNLV-00068 on page 83.

Related Projects

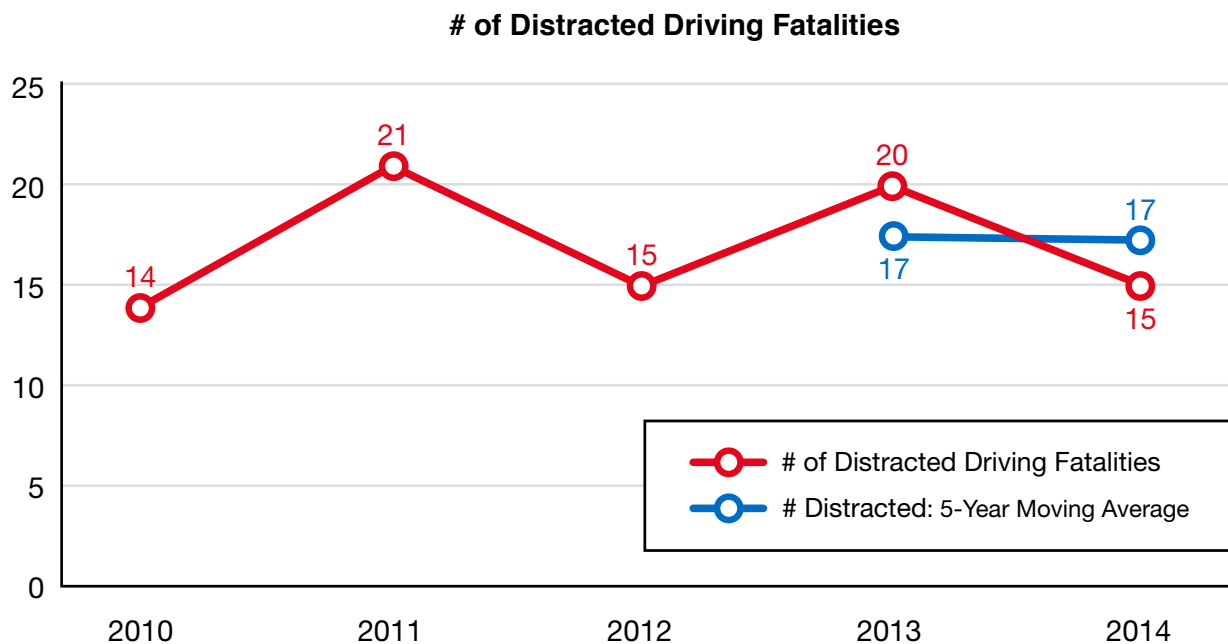
TS-2017-UNLV-00068—Board of Regents, Nevada System of Higher Education, obo UNLV—Vulnerable Road Users Project 2017

Funding Source: 402

Pedestrians and bicyclists are the most vulnerable road users. This program provides a multi-level solution to pedestrian and bicyclist fatalities through education and awareness via committees and media outreach to bring awareness to the dangers affecting pedestrian and bicyclist safety.

PERFORMANCE MEASURE 14

NUMBER OF DISTRACTED DRIVING FATALITIES



Justification for Performance Target

2017 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2017, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2017 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates.

There are inherent limitations in the data from distraction-related crashes, and due to the change in Fatality Analysis Reporting System (FARS) data coding, distraction-related crash data from 2010 forward cannot be compared to previous years of data.

The FARS definition of a Distracted Driver crash is as follows: "The 'Driver Distracted By' element identifies the attributes which best describe the driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur. Distraction from the primary task of driving occurs when drivers divert their attention from the driving task to some other activity; driving while daydreaming or lost in thought is [also] identified as distracted driving by NHTSA."

FY 2017 Target

Decrease the upward trend so that the 2010–2014 five-year moving average of 17 distracted fatalities is 12, which is less than the projected average of 13 distracted fatalities by December 31, 2017.

Problem ID Analysis

Distracted-related fatalities for Nevada, as defined by FARS, have been relatively small numbers for the past five years per Table 1 below. 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.

Distraction-Related Crashes & Fatalities in Nevada

	Total Fatal Crashes/ Fatalities	Percent of Total Crashes/Fatalities	Percent of Total Crashes/Fatalities
2010			
Crashes	235	12	5%
Fatalities	257	14	5%
2011			
Crashes	223	19	9%
Fatalities	246	21	9%
2012			
Crashes	239	15	6%
Fatalities	262	15	6%
2013			
Crashes	246	19	8%
Fatalities	266	20	8%
2014			
Crashes	268	14	5%
Fatalities	291	15	5%

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).

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

Who: In 2014, 268 fatal crashes were caused by distracted driving in Nevada. For 2010 to 2014, male drivers aged 26 to 35 were involved in most distracted driving fatalities and serious injury crashes, followed by male drivers aged 31 to 35.

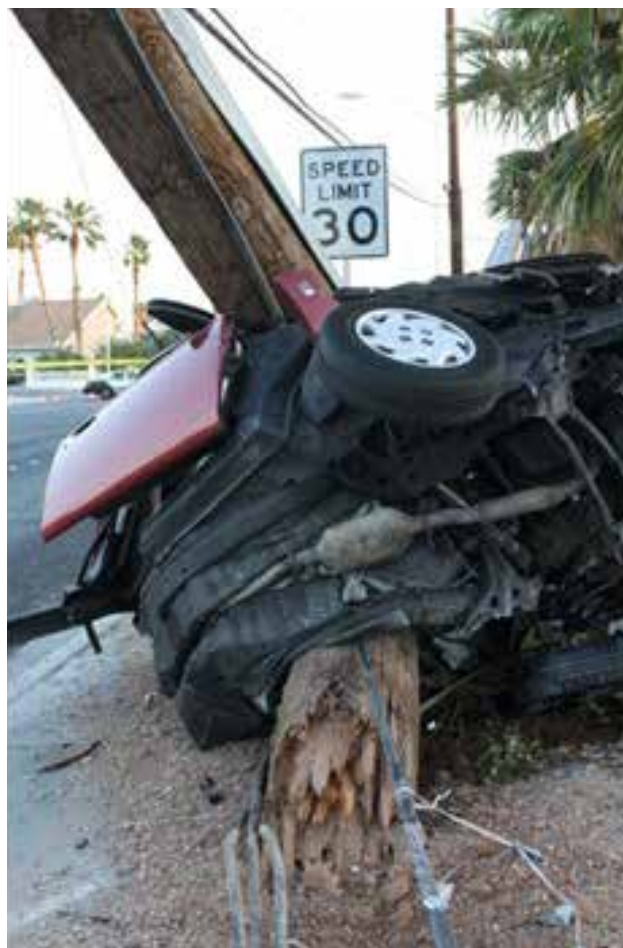
Where: Geographically, the vast majority of distracted driving fatalities were concentrated in Clark County. However, distracted driving is not just an urban problem, but a rural problem as well. Arterials are the most common roadway that experiences these crashes.

When: Just over half of the distracted driving fatalities occurred between 6 a.m. and 6 p.m. The highest proportion of distracted driving fatalities and serious injuries occur during weekends.

Why: Distraction causation factors as listed in the crash reports indicate the following five driver distractions for the 79 crashes that occurred between years 2010 and 2014:

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

Countermeasure Strategy





OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses proven national strategies to reduce motor vehicle fatalities and serious injuries, like High Visibility Enforcement efforts. Other cost-effective strategies used are documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication; the Nevada projects detailed under Performance Measure 14 will utilize strategies outlined in the following problem-specific countermeasures:

Chapter 4 – Distracted and Drowsy Driving
Chapter 8 – Pedestrians

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

Funding Source

See funding sources for project TS-2017-NVOTS 658-00102, 00110, 00119, TS-2017-UNR-00024, and TS-2017-UNLV-00042 on page 83.

Related Projects

TS-2017-UNLV-00042—Board of Regents, Nevada System of Higher Education, obo UNLV—Distracted Driving Intervention Targeting College Students

Funding Source: 405(b)

This project proposes to educate college-aged students of the risks and consequences of distracted driving. Both cold, hard data, and intuitive appeals will be employed. Nearly 300 Nevadans were killed in motor vehicle crashes last year. While the causes of these crashes are many, in recent years distracted driving has emerged as a major public health and public safety issue. Data show that younger drivers are high risk to drive while distracted. This, combined with their limited driving experience and willingness to take risks, places them at special risk.

TS-2017-UNR-00024—Board of Regents, Nevada System of Higher Education, obo UNR— Pedestrian Safety Project

Funding Source: 402

This project is to increase the safety of pedestrians on and around the University of Nevada, Reno campus and educate both pedestrians and motorists about the danger of distractions while using public roadways. University Police Services will educate the public about the dangers of distractions on Nevada roadways. Educational campaigns will include a 30 second PSA, posters and flyers, campus activities and enforcement; and will focus on eliminating distractions, using designated crosswalks, pedestrian walkways and stutter flashes where available and obeying speed limit signs and traffic safety devices.

TS-2017-NVOTS 658-00110—Nevada Office of Traffic Safety—Public Outreach and Media

Funding Source: NDOT – 21

The purpose of this project is to raise awareness of critical traffic safety issues and the need to change driver poor behavior. The OTS will coordinate and purchase behavior-altering public traffic safety announcements and messaging that address: impaired driving, safety belt usage, pedestrian, motorcycle safety, and 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.

TS-2017-NVOTS 658-00119—Nevada Office of Traffic Safety—Joining Forces

Funding Source: 402, 405(d)

Obtain participation from law enforcement throughout the state to increase their activity in high visibility enforcement events. Increased visibility is a good deterrent for many negative driving behaviors, in addition to having the ability to stop and educate drivers and/or issue citations.

Law enforcement agencies know the "hot spots" within their communities, and review statistics to determine high traffic locations for holding events. Events will take place on various days, during various times, based on special events taking place within the community and the statistics. Statistics also show the effectiveness of the program.

High visibility activities to increase public awareness and decrease crashes will include checkpoints, saturation patrols and Selective Traffic Enforcement Programs (STEP).

TS-2017-NVOTS 658-00102-Program Management: Pedestrian/Distracted/Communications Programs

Funding Source: 402

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provides partial funding for the management and operating costs for the DPS-OTS distracted driving, pedestrian, and/or communications programs in the FFY 2017 Highway Safety Plan. This may also include NDOT's Highway Safety Improvement Plan (HSIP) monetary awards to the DPS-Office of Traffic Safety (in conjunction with the State's Strategic Highway Safety Plan (SHSP)).

MEDIA AND MARKETING PLAN

The purpose of this project is to raise awareness of critical traffic safety issues (HSP 2017 Performance Measures 1-14) and the need to change poor driver behavior. The OTS will coordinate and purchase behavior-altering public traffic safety announcements and messaging that address: 1) impaired driving, 2) safety belt usage, 3) pedestrian safety, 4) motorcycle safety, and 5) distracted driving as well as other critical behaviors in an effort to establish a downward trend in fatalities and serious injuries. All campaigns are part of and support the State's Zero Fatalities mission.

Performance Goals

OTS will strive to accomplish specific and measurable objectives related to safety marketing during FY 2017. The overarching goal will be to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

1. Increase seat belt usage in the 2017 observational survey (or maintain at least 90 percent usage)
2. Reduce impaired driving crashes and fatalities in FY2017
3. Increase compliance with Nevada's hand-held law
4. Reduce pedestrian fatalities in FY2017
5. Effectively reach and educate drivers, motorcyclists, and pedestrians through high-impact and engaging media channels

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

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

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

- Leverage existing organic resources and networks whenever possible in order to extend the impact of our campaigns
- Tap into national content and research, encourage media partners to engage in campaigns, work with other state departments, create training ties with large local businesses, etc.

Funding Sources:

Media and Marketing funding includes 21-NDOT, 21-NDOT-IMP, 21-NDOT-MC, 21-NDOT-PED, 21-NDOT-DIST and 21-NDOT-PR-OUT.

All categories include direct purchases for PR, outreach, PI & E, print, and outdoor services and products as well as any other educational media services deemed appropriate or necessary (e.g., Move Over). Budget also includes some operating costs.

2017 Projected Media Calendar:

Media efforts within this budget will attempt to align with Joining Forces' 2017 planned enforcement activity as well as NHTSA's 2017 national paid media calendar. The embedded file below reflects OTS estimates based on prior calendar years. The schedule should be treated as tentative until both entities have solidified 2017 calendars.

FY16 Zero Fatalities NV Marketing

COLOR KEY			
	ZERO GOAL		INTERSECTION SAFETY / ROUNDABOUTS
	OCCUPANT PROTECTION (CIOT)		DISTRACTED DRIVING / LANE DEPARTURES
	IMPAIRED DRIVING / RIDING		BICYCLE SAFETY
	MOTORCYCLE SAFETY		SPEED / AGGRESSIVE DRIVING
	PEDESTRIAN SAFETY		

NDPS & NDOT	OCTOBER '16					NOVEMBER '16				DECEMBER '16				JANUARY '17					FEBRUARY '17				MARCH '17				APRIL '17				
	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	6	13	20	27	7	14	21	28	4	11	18	25	
Pedestrian Safety Fall - Statewide																															
Motorcycle Safety Fall - Statewide																															
Roundabouts - Statewide																															
Occupant Protection Fall - Statewide																															
Impaired Driving Holiday - Statewide																															
Zero Goal Winter - Statewide																															
Impaired Driving Super Bowl - Statewide																															
Pedestrian Safety Spring - Statewide																															
Impaired Driving St. Patrick's Day - Statewide																															
Distracted Driving Spring - Statewide																															
Impaired Driving Cinco de Mayo - Statewide																															
Occupant Protection - Statewide																															
Motorcycle Safety Summer - Statewide																															
Impaired Driving 4th of July - Statewide																															
Distracted Driving Summer - Statewide																															
Pedestrian Safety Summer - South																															
Impaired Driving Labor Day - Statewide																															
Motorcycle Safety Fall - Statewide																															
Joining Forces																															
NHTSA																															

FY16 Zero Fatalities NV Marketing

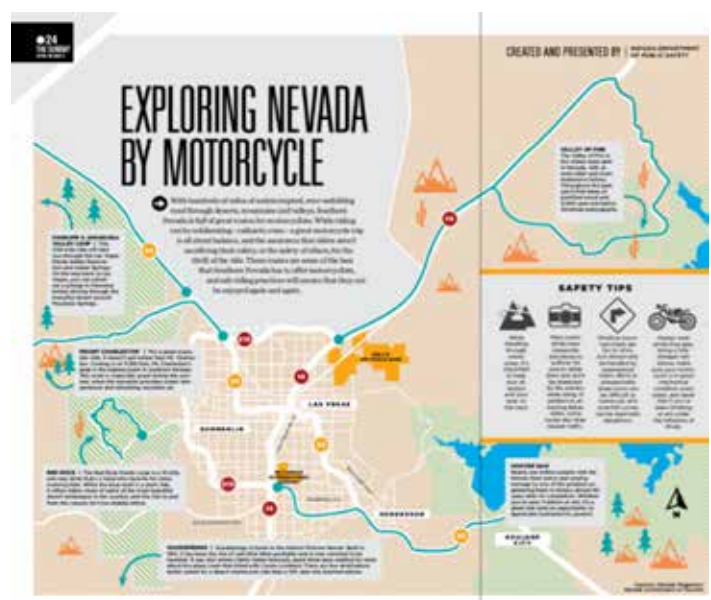
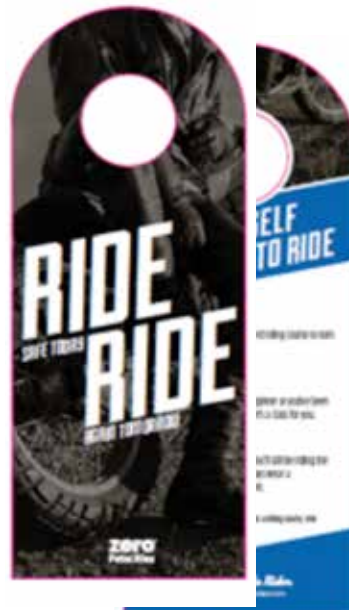
COLOR KEY		
	ZERO GOAL	
	OCCUPANT PROTECTION (CIOT)	
	IMPAIRED DRIVING / RIDING	
	MOTORCYCLE SAFETY	
	PEDESTRIAN SAFETY	
	INTERSECTION SAFETY / ROUNDABOUTS	
	DISTRACTED DRIVING / LANE DEPARTURES	
	BICYCLE SAFETY	
	SPEED / AGGRESSIVE DRIVING	

NDPS & NDOT	MAY '17					JUNE '17				JULY '17				AUGUST '17					SEPTEMBER '17				
	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	5	12	19	26	
Pedestrian Safety Fall - Statewide																							
Motorcycle Safety Fall - Statewide																							
Roundabouts - Statewide																							
Occupant Protection Fall - Statewide																							
Impaired Driving Holiday - Statewide																							
Zero Goal Winter - Statewide																							
Impaired Driving Super Bowl - Statewide																							
Pedestrian Safety Spring - Statewide																							
Impaired Driving St. Patrick's Day - Statewide																							
Distracted Driving Spring - Statewide																							
Impaired Driving Cinco de Mayo - Statewide	Orange																						
Occupant Protection - Statewide		Blue	Blue	Blue	Blue																		
Motorcycle Safety Summer - Statewide						Blue	Blue	Blue															
Impaired Driving 4th of July - Statewide										Orange	Orange												
Distracted Driving Summer - Statewide											Green	Green	Green	Green									
Pedestrian Safety Summer - South															Yellow	Yellow	Yellow						
Impaired Driving Labor Day - Statewide																			Orange	Orange			
Motorcycle Safety Fall - Statewide																				Blue	Blue	Blue	
Joining Forces	Orange		Blue	Blue	Blue	Yellow	Purple	Purple	Purple	Orange	Orange	Green	Green	Green		Yellow	Yellow	Orange	Orange				
	Orange		Blue	Blue	Blue	Yellow	Purple	Purple	Purple	Orange	Orange	Green	Green	Green		Yellow	Yellow	Orange	Orange				
NHTSA	Orange	Blue	Blue	Blue	Green			Blue		Orange					Yellow	Yellow	Yellow	Orange	Orange		Blue		
	Blue	Blue	Blue	Blue	Green			Blue		Orange					Yellow	Yellow	Yellow	Orange	Orange		Blue		

Creative Samples:

The following creative has been utilized in previous marketing initiatives and will either be reused or refreshed during 2017, keeping with similar messaging and addressing the same behaviors.

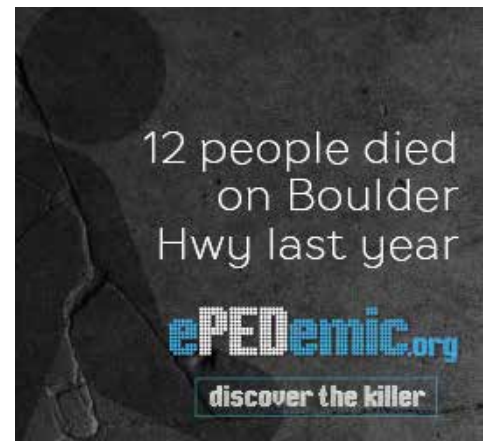
MOTORCYCLE



OCCUPANT PROTECTION/IMPAIRED



PEDESTRIAN



DISTRACTED



PUBLIC RELATIONS/OUTREACH



FEDERAL FUNDING SUMMARY FFY 2017

Project Number	Budget Source	Project Name	Budget
TS-2017-AOG-00088	405(d)	Office of the Attorney General	\$109,790
TS-2017-BCPD-00054	402	Boulder City Police Department	\$5,000
TS-2017-BGCSNV-00045	402	Boys & Girls Clubs of Southern Nevada	\$31,000
TS-2017-CC District Court-00048	405(d)	Carson City District Court	\$35,000
TS-2017-CCSO-00035	402	Carson City Sheriffs Office	\$6,475
TS-2017-CFRC-00028	402	Cappalappa Family Resource Center	\$4,185
TS-2017-DPS NHP-00031	405(d)	DPS - Nevada Highway Patrol	\$200,000
TS-2017-DPS NHP-00050	NDOT	DPS - Nevada Highway Patrol	\$30,000
TS-2017-DPS NHP-00130	402	DPS - Nevada Highway Patrol	\$30,000
TS-2017-Drivers Edge-00076	NDOT	The Payne Foundation, Inc	\$258,210
TS-2017-EV Fam-00056	402	East Valley Family Services	\$11,808
TS-2017-Frontier Comm-00032	405(d)	Frontier Community Coalition	\$16,000
TS-2017-LVJC-00039	405(d)	Las Vegas Justice Courts	\$68,000
TS-2017-LVMPD-00007	405(d)	Las Vegas Metropolitan Police Department	\$80,000
TS-2017-LVMPD-00040	405(d)	Las Vegas Metropolitan Police Department	\$101,680
TS-2017-MPD-00055	402	Mesquite Police Department	\$5,000
TS-2017-NLVPD-00013	402 (New PED)	North Las Vegas Police Department	\$53,968
TS-2017-NVOTS 658-00093	405f	DPS - Office of Traffic Safety 658	\$103,083
TS-2017-NVOTS 658-00094	NDOT	DPS - Office of Traffic Safety 658	\$75,000
TS-2017-NVOTS 658-00095	402	DPS - Office of Traffic Safety 658	\$287,911
TS-2017-NVOTS 658-00096	402	DPS - Office of Traffic Safety 658	\$5,000
TS-2017-NVOTS 658-00097	402	DPS - Office of Traffic Safety 658	\$10,000
TS-2017-NVOTS 658-00098	402	DPS - Office of Traffic Safety 658	\$45,689
TS-2017-NVOTS 658-00098	405(b)	DPS - Office of Traffic Safety 658	\$89,748
TS-2017-NVOTS 658-00099	402	DPS - Office of Traffic Safety 658	\$45,689
TS-2017-NVOTS 658-00099	405(d)	DPS - Office of Traffic Safety 658	\$110,093
TS-2017-NVOTS 658-00100	402	DPS - Office of Traffic Safety 658	\$57,032

Project Number	Budget Source	Project Name	Budget
TS-2017-NVOTS 658-00100	405(b)	DPS - Office of Traffic Safety 658	\$27,051
TS-2017-NVOTS 658-00100	405(d)	DPS - Office of Traffic Safety 658	\$24,123
TS-2017-NVOTS 658-00101	402	DPS - Office of Traffic Safety 658	\$56,401
TS-2017-NVOTS 658-00101	405(c)	DPS - Office of Traffic Safety 658	\$64,511
TS-2017-NVOTS 658-00102	402	DPS - Office of Traffic Safety 658	\$121,066
TS-2017-NVOTS 658-00103	402	DPS - Office of Traffic Safety 658	\$14,340
TS-2017-NVOTS 658-00104	405(d)	DPS - Office of Traffic Safety 658	\$20,000
TS-2017-NVOTS 658-00110	NDOT	DPS - Office of Traffic Safety 658	\$689,230
TS-2017-NVOTS 658-00111	NDOT	DPS - Office of Traffic Safety 658	\$140,000
TS-2017-NVOTS 658-00112	402	DPS - Office of Traffic Safety 658	\$20,000
TS-2017-NVOTS 658-00113	402	DPS - Office of Traffic Safety 658	\$122,392
TS-2017-NVOTS 658-00118	405(d)	DPS - Office of Traffic Safety 658	\$5,000
TS-2017-NVOTS 658-00119	402	DPS - Office of Traffic Safety 658	\$1,380,000
TS-2017-NVOTS 658-00119	405(d)	DPS - Office of Traffic Safety 658	\$480,000
TS-2017-NVOTS 658-00120	CPASS	DPS - Office of Traffic Safety 658	\$15,000
TS-2017-NVOTS 658-00121	NDOT	DPS - Office of Traffic Safety 658	\$107,560
TS-2017-NVOTS 658-00122	402	DPS - Office of Traffic Safety 658	\$5,000
TS-2017-NVOTS 658-00123	405(c)	DPS - Office of Traffic Safety 658	\$50,000
TS-2017-NVOTS 658-00124	405(c)	DPS - Office of Traffic Safety 658	\$243,000
TS-2017-NVOTS 658-00127	402	DPS - Office of Traffic Safety 658	\$40,000
TS-2017-NVOTS 658-00128	402	DPS - Office of Traffic Safety 658	\$30,000
TS-2017-NVOTS 658-00129	405(c)	DPS - Office of Traffic Safety 658	\$50,000
TS-2017-NVOTS 658-00131	405(c)	DPS - Office of Traffic Safety 658	\$30,000
TS-2017-Nye Comm-00021	405(b)	Nye Communities Coalition	\$35,000
TS-2017-Nye Comm-00022	405(d)	Nye Communities Coalition	\$36,000
TS-2017-REMSA-00015	405(b)	Regional Emergency Medical Services Authority	\$62,000
TS-2017-RJC-00070	405(d)	Reno Justice Court	\$45,000
TS-2017-RPD-00061	402 (New PED)	Reno Police Department	\$31,433
TS-2017-RWFRC-00011	402	Ron Wood Family Resource Center	\$56,224

Project Number	Budget Source	Project Name	Budget
TS-2017-Trauma services-00047	402	Clark County Safe Kids	\$58,700
TS-2017-UNLV-00042	405(b)	Board of Regents, Nevada System of Higher Education, obo UNLV	\$35,889
TS-2017-UNLV-00065	405(b)	Board of Regents, Nevada System of Higher Education, obo UNLV	\$88,915
TS-2017-UNLV-00068	402 (New PED)	Board of Regents, Nevada System of Higher Education, obo UNLV	\$175,000
TS-2017-UNR-00024	402	Board of Regents, Nevada System of Higher Education, obo UNR	\$29,566
TS-2017-WC 2nd Jud Ct-00051	405(d)	Washoe County Second Judicial District Court	\$20,000

GLOSSARY

ACRONYMS OF THE NEVADA HIGHWAY SAFETY OFFICE

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

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

OTS PROGRAM AREAS

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

OTS FUNDING GLOSSARY

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

APPENDIX A

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

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

State: Nevada

Fiscal Year: 2017

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

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

- public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

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

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

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

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

- Taking appropriate personnel action against such an employee, up to and including termination.
- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

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

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

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

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

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

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

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

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

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

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

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

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

APPENDIX B

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

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

State: Nevada

Fiscal Year: 2017

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

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

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


Signature Governor's Representative for Highway Safety

6/10/2016
Date

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

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2017-HSP-1
 For Approval

Page: 1

Report Date: 06/20/2016

State: Nevada

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-TS-00-95	TS-2017-NVOTS-658-95 P & A	\$.00	\$287,911.00	\$.00	\$287,911.00	\$287,911.00	\$.00
	Planning and Administration Total		\$.00	\$287,911.00	\$.00	\$287,911.00	\$287,911.00	\$.00
Alcohol								
	AL-2017-LF-D0-55	TS-2017-MPD-055(LFD) PBT's	\$.00	\$1,250.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00
	AL-2017-TS-00-99	TS-2017-NVOTS 658-99 PM Impaired	\$.00	\$11,422.00	\$.00	\$45,689.00	\$45,689.00	\$.00
	AL-2017-TS-01-19	TS-2017-NVOTS-658-119 JF Impaired Enf	\$.00	\$25,000.00	\$.00	\$100,000.00	\$100,000.00	\$100,000.00
	Alcohol Total		\$.00	\$37,672.00	\$.00	\$150,689.00	\$150,689.00	\$105,000.00
Occupant Protection								
	OP-2017-LF-D0-28	TS-2017-CFRC-28(LFD) CPS education/stati	\$.00	\$1,046.00	\$.00	\$4,185.00	\$4,185.00	\$4,185.00
	OP-2017-TS-00-11	TS-2017-RWFR-11 CPS education/stations	\$.00	\$14,056.00	\$.00	\$56,224.00	\$56,224.00	\$56,224.00
	OP-2017-TS-00-47	TS-2017-Trauma Services-47 CPS education	\$.00	\$14,675.00	\$.00	\$58,700.00	\$58,700.00	\$58,700.00
	OP-2017-TS-00-56	TS-2017-EV Fam-56 CPS education/stations	\$.00	\$2,952.00	\$.00	\$11,808.00	\$11,808.00	\$11,808.00
	OP-2017-TS-00-98	TS-2017-NVOTS-658-98 PM OP	\$.00	\$11,422.00	\$.00	\$45,689.00	\$45,689.00	\$.00
	OP-2017-TS-01-19	TS-2017-NVOTS-658-119 JF OP Enf	\$.00	\$53,750.00	\$.00	\$215,000.00	\$215,000.00	\$215,000.00
	OP-2017-TS-01-30	TS-2017-DPS NHP-130 CPS Instructor train	\$.00	\$7,500.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	Occupant Protection Total		\$.00	\$105,401.00	\$.00	\$421,606.00	\$421,606.00	\$345,917.00
Pedestrian/Bicycle Safety								
	PS-2017-TS-00-13	(move to new Ped funds when rec'd) NLVPD	\$.00	\$13,492.00	\$.00	\$53,968.00	\$53,968.00	\$53,968.00
	PS-2017-TS-00-24	TS-2017-UNR-024 Ped/DD Safety	\$.00	\$7,392.00	\$.00	\$29,566.00	\$29,566.00	\$.00
	PS-2017-TS-00-61	(move to new Ped funds when rec'd) RPD	\$.00	\$7,858.25	\$.00	\$31,433.00	\$31,433.00	\$31,433.00
	PS-2017-TS-00-68	(move to new Ped funds when rec'd) UNLV	\$.00	\$43,750.00	\$.00	\$175,000.00	\$175,000.00	\$157,500.00



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Pedestrian/Bicycle Safety Total	PS-2017-TS-01-02	TS-2017-NVOTS-658-102 PM Ped & DD	\$.00	\$30,267.00	\$.00	\$121,066.00	\$121,066.00	\$.00
	PS-2017-TS-01-19	TS-2017-NVOTS-658-119 JF Ped Enf	\$.00	\$68,750.00	\$.00	\$275,000.00	\$275,000.00	\$275,000.00
			\$.00	\$171,509.25	\$.00	\$686,033.00	\$686,033.00	\$517,901.00
Police Traffic Services								
Police Traffic Services Total	PT-2017-LF-D1-03	TS-2017-NVOTS-658-103 LFD Master	\$.00	\$3,585.00	\$.00	\$14,340.00	\$14,340.00	\$14,340.00
	PT-2017-TS-01-00	TS-2017-NVOTS-658-100 PM PT/JF	\$.00	\$14,258.00	\$.00	\$57,032.00	\$57,032.00	\$.00
	PT-2017-TS-01-13	TS-2017-NVOTS-658-113 LEL	\$.00	\$30,598.00	\$.00	\$122,392.00	\$122,392.00	\$.00
Police Traffic Services Total	PT-2017-TS-01-19	TS-2017-NVOTS-658-119 JF Travel	\$.00	\$6,750.00	\$.00	\$27,000.00	\$27,000.00	\$27,000.00
			\$.00	\$55,191.00	\$.00	\$220,764.00	\$220,764.00	\$41,340.00
Traffic Records								
Traffic Records Total	TR-2017-TS-01-01	TS-2017-NVOTS-658-101 PM TR	\$.00	\$14,100.00	\$.00	\$56,401.00	\$56,401.00	\$.00
	TR-2017-TS-01-22	TS-2017-NVOTS-658-122 TRCC (Forum only)	\$.00	\$1,250.00	\$.00	\$5,000.00	\$5,000.00	\$.00
			\$.00	\$15,350.00	\$.00	\$61,401.00	\$61,401.00	\$.00
Community Traffic Safety Project								
Community Traffic Safety Project Total	CP-2017-TS-00-96	TS-2017-NVOTS-658-96 Temp Support	\$.00	\$1,250.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	CP-2017-TS-00-97	TS-2017-NVOTS-658-97 Professional Develo	\$.00	\$2,500.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	CP-2017-TS-01-12	TS-2017-NVOTS-658-112 HSP & Annual repor	\$.00	\$5,000.00	\$.00	\$20,000.00	\$20,000.00	\$.00
Community Traffic Safety Project Total	CP-2017-TS-01-27	TS-2017-NVOTS-658-127 Strategic Planning	\$.00	\$10,000.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	CP-2017-TS-01-28	TS-2017-NVOTS-658-128 17 Traffic Safety	\$.00	\$7,500.00	\$.00	\$30,000.00	\$30,000.00	\$.00
			\$.00	\$26,250.00	\$.00	\$105,000.00	\$105,000.00	\$.00
Speed Enforcement								
Speed Enforcement	SE-2017-LF-D0-35	TS-2017-CCSO-035(LFD) Lidar units	\$.00	\$1,619.00	\$.00	\$6,475.00	\$6,475.00	\$6,475.00
	SE-2017-LF-D0-54	TS-2017-BCPD-054(LFD) Lidar units	\$.00	\$1,250.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00
	SE-2017-TS-01-19	TS-2017-NVOTS-658-119 JF Speed Enf	\$.00	\$108,250.00	\$.00	\$433,000.00	\$433,000.00	\$433,000.00



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Speed Enforcement Total								
Distracted Driving								
	DD-2017-TS-01-19	TS-2017-NVOTS-658-119 JF DD Enf	\$0.00	\$82,500.00	\$0.00	\$330,000.00	\$330,000.00	\$330,000.00
	Distracted Driving Total		\$0.00	\$82,500.00	\$0.00	\$330,000.00	\$330,000.00	\$330,000.00
Teen Safety Program								
	TSP-2017-TS-00-45	TS-2017-BGCSNV-045 auto life skills safe	\$0.00	\$7,750.00	\$0.00	\$31,000.00	\$31,000.00	\$31,000.00
	Teen Safety Program Total		\$0.00	\$7,750.00	\$0.00	\$31,000.00	\$31,000.00	\$31,000.00
	NHTSA 402 Total		\$0.00	\$900,653.25	\$0.00	\$2,738,879.00	\$2,738,879.00	\$1,815,633.00
MAP 21 405b OP High								
405b High Public Education								
	M1PE-2017-TS-00-21	TS-2017-Nye Comm-21 Coalition for OP edu	\$0.00	\$8,750.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
	405b High Public Education Total		\$0.00	\$8,750.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
405b High Community CPS Services								
	M1CPS-2017-TS-00-15	TS-2017-REMSA-15 Point of Impact	\$0.00	\$15,500.00	\$0.00	\$62,000.00	\$62,000.00	\$0.00
	405b High Community CPS Services Total		\$0.00	\$15,500.00	\$0.00	\$62,000.00	\$62,000.00	\$0.00
405b OP High								
	M1X-2017-TS-00-65	TS-2017-UNLV-65 observational seat belt	\$0.00	\$22,229.00	\$0.00	\$88,915.00	\$88,915.00	\$0.00
	M1X-2017-TS-00-98	TS-2017-NVOTS-658-098 PM OP	\$0.00	\$22,437.00	\$0.00	\$89,748.00	\$89,748.00	\$0.00
	M1X-2017-TS-01-00	TS-2017-NVOTS-658-100 PM JF	\$0.00	\$6,763.00	\$0.00	\$27,051.00	\$27,051.00	\$0.00
	405b OP High Total		\$0.00	\$51,429.00	\$0.00	\$205,714.00	\$205,714.00	\$0.00
405b High Distracted Driving								
	M1*DD-2017-TS-00-42	TS-2017-UNLV-42 DD Intervention targetin	\$0.00	\$8,972.00	\$0.00	\$35,889.00	\$35,889.00	\$0.00
	405b High Distracted Driving Total		\$0.00	\$8,972.00	\$0.00	\$35,889.00	\$35,889.00	\$0.00
	MAP 21 405b OP High Total		\$0.00	\$84,651.00	\$0.00	\$338,603.00	\$338,603.00	\$0.00



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MAP 21 405c Data Program								
405c Data Program								
	M3DA-2017-TS-01-01	TS-2017-NVOTS-658-101 PM TR	\$.00	\$16,128.00	\$.00	\$64,511.00	\$64,511.00	\$.00
	M3DA-2017-TS-01-23	TS-2017-NVOTS-123 TS-RMS Interfaces	\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	M3DA-2017-TS-01-24	TS-2017-NVOTS-658-124 TR Fixed Deliverab	\$.00	\$60,750.00	\$.00	\$243,000.00	\$243,000.00	\$.00
	M3DA-2017-TS-01-29	TS-2017-NVOTS-658-129 Geo Location of Cr	\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	M3DA-2017-TS-01-31	TS-2017-NVOTS-658-131 Data Quality	\$.00	\$7,500.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	405c Data Program Total		\$.00	\$109,378.00	\$.00	\$437,511.00	\$437,511.00	\$.00
	MAP 21 405c Data Program Total		\$.00	\$109,378.00	\$.00	\$437,511.00	\$437,511.00	\$.00
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2017-TS-00-07	TS-2017-LVMPD-07 DUI Van	\$.00	\$20,000.00	\$.00	\$80,000.00	\$80,000.00	\$.00
	M5HVE-2017-TS-00-31	TS-2017-DPS NHP-31 DUI Enf Sat Patrols	\$.00	\$50,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	M5HVE-2017-TS-00-40	TS-2017-LVMPD-40 DUI Enf	\$.00	\$25,420.00	\$.00	\$101,680.00	\$101,680.00	\$.00
	M5HVE-2017-TS-01-19	TS-2017-NVOTS-658-119 JF Imprd Enf	\$.00	\$120,000.00	\$.00	\$480,000.00	\$480,000.00	\$.00
	405d Mid HVE Total		\$.00	\$215,420.00	\$.00	\$861,680.00	\$861,680.00	\$.00
405d Mid ID Coordinator								
	MSIDC-2017-TS-00-99	TS-2017-NVOTS-658-99 PM ID	\$.00	\$27,523.00	\$.00	\$110,093.00	\$110,093.00	\$.00
	MSIDC-2017-TS-01-00	TS-2017-NVOTS-658-100 PM JF	\$.00	\$6,031.00	\$.00	\$24,123.00	\$24,123.00	\$.00
	405d Mid ID Coordinator Total		\$.00	\$33,554.00	\$.00	\$134,216.00	\$134,216.00	\$.00
405d Mid Court Support								
	M5CS-2017-TS-00-39	TS-2017-LVJC-39 DUI Ct program	\$.00	\$17,000.00	\$.00	\$68,000.00	\$68,000.00	\$.00
	M5CS-2017-TS-00-48	TS-2017-CC Dist Ct-48 Felony DUI Ct	\$.00	\$8,750.00	\$.00	\$35,000.00	\$35,000.00	\$.00
	M5CS-2017-TS-00-51	TS-2017-WC2nd Jud Ct-51 Felony DUI Ct	\$.00	\$5,000.00	\$.00	\$20,000.00	\$20,000.00	\$.00



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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405d Mid Court Support Total								
			\$.00	\$30,750.00	\$.00	\$123,000.00	\$123,000.00	\$.00
405d Mid Training								
		MSTR-2017-TS-01-18 TS-2017-NVOTS-658-118 ARIDE Training	\$.00	\$1,250.00	\$.00	\$5,000.00	\$5,000.00	\$.00
		405d Mid Training Total	\$.00	\$1,250.00	\$.00	\$5,000.00	\$5,000.00	\$.00
405d Mid 24-7 Sobriety Program								
		MSSP-2017-TS-01-17 TS-2017RJC-70 Washoe Co 24/7	\$.00	\$11,250.00	\$.00	\$45,000.00	\$45,000.00	\$.00
		405d Mid 24-7 Sobriety Program Total	\$.00	\$11,250.00	\$.00	\$45,000.00	\$45,000.00	\$.00
405d Impaired Driving Mid								
		MSX-2017-TS-00-22 TS-2017-Nye Comm-22 Coalition Impaired	\$.00	\$9,000.00	\$.00	\$36,000.00	\$36,000.00	\$.00
		MSX-2017-TS-00-32 TS-2017-Frontier Comm-32 Imprd Awareness	\$.00	\$4,000.00	\$.00	\$16,000.00	\$16,000.00	\$.00
		MSX-2017-TS-00-88 TS-2017-AOG-88 Updating Enf response	\$.00	\$27,448.00	\$.00	\$109,790.00	\$109,790.00	\$.00
		MSX-2017-TS-01-04 TS-2017-NVOTS-658-104 Judicial Education	\$.00	\$5,000.00	\$.00	\$20,000.00	\$20,000.00	\$.00
		405d Impaired Driving Mid Total	\$.00	\$45,448.00	\$.00	\$181,790.00	\$181,790.00	\$.00
		MAP 21 405d Impaired Driving Mid Total	\$.00	\$337,672.00	\$.00	\$1,350,686.00	\$1,350,686.00	\$.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
		M9MA-2017-TS-00-93 TS-2017-NVOTS-93 Motorcycle Awareness	\$.00	\$25,771.00	\$.00	\$103,083.00	\$103,083.00	\$.00
		405f Motorcyclist Awareness Total	\$.00	\$25,771.00	\$.00	\$103,083.00	\$103,083.00	\$.00
		MAP 21 405f Motorcycle Programs Total	\$.00	\$25,771.00	\$.00	\$103,083.00	\$103,083.00	\$.00
		NHTSA Total	\$.00	\$1,458,125.25	\$.00	\$4,968,762.00	\$4,968,762.00	\$1,815,633.00
		Total	\$.00	\$1,458,125.25	\$.00	\$4,968,762.00	\$4,968,762.00	\$1,815,633.00



APPENDIX C

OCCUPANT PROTECTION (23 U.S.C. 405(b))

Instructions: States may elect to apply for an occupant protection grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 1.1 and complete the form.
- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 1.2 and complete the form.

☐ **PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)**

[Check the box above **only** if applying for this grant.]

All States: [Fill in **all** blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States:

[Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.]

- ☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____.
- ☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____;
- Coverage of all passenger motor vehicles: _____;
- Minimum fine of at least \$25: _____;

- Exemptions from restraint requirements: _____.
- ☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
- ☐ The State's **high risk population countermeasure program** is provided as HSP page or attachment # _____.
- ☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- ☐ The State's NHTSA-facilitated **occupant protection program assessment** was conducted on _____.

☐ **PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)**

[Check the box above **only** if applying for this grant.]

All States: [Fill in all blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- ☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____.
- ☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____;
- Coverage of all passenger motor vehicles: _____;
- Minimum fine of at least \$25: _____;

☒ **PART 1.2: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)**

[Check the box above **only** if applying for this grant.]

All States: [Fill in all blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided as HSP page or attachment # NV_FY17_405b_OP_Plan Exh 2.
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP page or attachment # NV_FY17_405b_CIOT Exhibit 1.
- A table that documents the State's active network of child restraint inspection stations is provided as HSP page or attachment # NV_FY17_405b_NV_CPS_Stations Exh 3(a)(b). Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.
- A table, as provided in HSP page or attachment # NV_FY17_405b_NV_CPS_Exh 5, identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat belt Use States Only:

[Check **at least 3 boxes** below and fill in all blanks under those checked boxes.]

- ☐ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____.
- ☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____

- Coverage of all passenger motor vehicles: _____;

- Minimum fine of at least \$25: _____;

- Exemptions from restraint requirements: _____.

- ☐ The State's **seat belt enforcement plan** is provided as HSP page or attachment # _____.
- ☐ The State's **high risk population countermeasure program** is provided as HSP page or attachment # _____.
- ☐ The State's **comprehensive occupant protection program** is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____;
 - Multi-year strategic plan: HSP page or attachment # _____;
 - Name and title of State's designated occupant protection coordinator: _____
 - List that contains the names, titles and organizations of the statewide occupant protection task force membership: HSP page or attachment # _____.
- ☐ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (within 3 years of the application due date).

Brian Sandoval
Governor



James M. Wright
Director

Jackie Muth
Deputy Director

Director's Office

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

DATE: June 23, 2016

TO: Gina Esposito-Salcedo, Regional Administrator
National Highway Traffic Safety Administration Region 8

FROM: James Wright, Governor's Representative for Highway Safety
Department of Public Safety

SUBJECT: Child Restraint Inspection Stations

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

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

Sincerely,

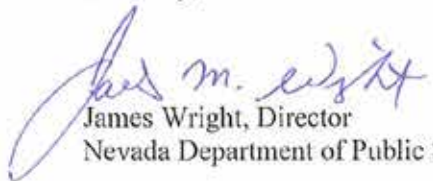

James Wright, Director
Nevada Department of Public Safety

EXHIBIT 1_OP_NV_CIoT

PARTICIPATION IN CLICK-IT-OR-TICKET NATIONAL MOBILIZATION

Nevada will participate in the 2017 *Click It or Ticket* national mobilization. The State intends to continue this program's success by maintaining the CIOT program element of high-visibility seat belt enforcement. This enforcement will include all of the following elements:

Intensified enforcement activities will be conducted spanning the period of May 22 through June 4, 2017 and will involve participation of law enforcement agencies serving over 95% of the State's population. Mobilization activities will be data driven and based on information regarding the number and severity of crashes or violations (speed) during the past 12 months, types of violations leading to crashes, days of the week and times of the day that crashes occur, as well as other pertinent data such as type of vehicles involved, driver's age, etc.

All participating law enforcement agencies submit reports of enforcement events, detailing the number of officers, total number of work-hours, type of event, number and types of citations issued and arrests made. Once the events are completed, all respective mobilization information will be reported to NHTSA.

The 2017 Joining Forces program will fund 27 law enforcement agencies which represent over 95% of the State's population, including the following:

Carson City Sheriff's Office	Henderson Police Department	Las Vegas Metropolitan Police Department
North Las Vegas Police Department	Reno Police Department	University of Nevada Reno Police
Elko County Sheriff's Office	Lander County Sheriff's Office	Lyon County Sheriff's Office
Mesquite Police Department	White Pine County Sheriff's Office	Douglas County Sheriff's Office
Washoe County Sheriff's Office	Nevada Highway Patrol	Nye County Sheriff's Office
Boulder City Police Department	Sparks Police Department	Winnemucca Police Department
Lincoln County Sheriff's Office	Mineral County Sheriff's Office	West Wendover Police Department
Washoe County School District Police Department	Churchill County Sheriff's Office	Fallon Police Department
Humboldt County Sheriff's Office		

The Nevada Highway Patrol has three regional commands participating in Joining Forces, encompassing the entire state: Northeast, Northwest and Southern commands.

Enforcement strategies will include S.T.E.P. and saturation patrols as well as normal patrol duties with a primary occupant protection focus. All Joining Forces agencies work with other local law enforcement agencies crossing multi-jurisdictional boundaries at these HVE events.

Earned media (press events, news conferences, "kick-off" events, etc.) spanning the entire 2 week campaign will be conducted. Earned media will also span the week before the campaign and week after the campaign ends. At least one public event inviting the local media markets will be held in both the Northern and Southern urban regions of the State during the weeks of May 8 through June 15, 2017. These may include a press conference, crash victim survivor testimonials or other such rallies to get the message to the public.

Paid media campaign will be conducted from May 15 through May 29, 2017 featuring broadcast advertisements delivering the CIOT message as the primary message.

EXHIBIT 2_OP_NV_OP_PLAN

OCCUPANT PROTECTION PLAN

Nevada's 2017 Occupant Protection plan was developed as prescribed by NHTSA's Highway Safety Program Guideline No. 20.

1. Program Management

The goal of the Nevada Occupant Protection Program is to reduce unbelted fatalities and serious injuries while increasing occupant seat belt usage rates and child restraint use. To achieve this goal a combination of legislation, enforcement, communication and education strategies will be utilized and described in the 2017 Occupant Protection Plan.

During 2017, The Nevada Department of Public Safety, Office of Traffic Safety (DPS-OTS) will continue to provide leadership, training and technical assistance to other State and local agencies, communities, and non-profit organizations to reduce unbelted fatalities, serious injuries and maintain high seat belt usage. This will be achieved by supporting program objectives, strategies and activities with the greatest potential for impact, those of high visibility law enforcement coupled with paid and earned media and by continuing to provide traffic safety information, education and necessary training to all demographics of the Nevada community.

The DPS-OTS occupant protection plan is an integral part of Nevada's Strategic Highway Safety Plan (SHSP) and the Seat Belt CEA team strategies. The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing fatalities and serious injuries on all Nevada public roads. The plan establishes statewide goals and critical emphasis areas developed in consultation with Federal, State, local and private sector safety stakeholders. The 2017 Occupant Protection and the Seat Belt CEA team plans include measurable objectives and related performance measures for both fatalities and serious injuries. The plans address data collection and analysis, enforcement and media campaigns, public education for groups with low use rates and traffic safety publications and information for visiting motorists. The Seat Belt CEA team consists of various state and local agencies, medical community and private industry representatives, thus, representing the State's demographic composition. The Seat Belt CEA team strategies are instrumental to implementation of Nevada's occupant protection plan and its objectives.

2. Legislation, Regulation and Policy

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

stops the individual for a different violation. To address the issue of data quality, the following action steps were developed under the Occupant Protection plan and by the Seat Belt CEA team:

- Continue to improve the quality, availability, integration and analysis of seat belt related data;
- Support statewide activities pertaining to a primary seat belt law (conduct public meetings, interest groups meetings, legislative briefings, etc.); and
- Provide accurate, timely and relevant data to support draft legislation for a primary seat belt law.

Nevada's Seat Belt Law

Nevada has a secondary seat belt law. Nevada Revised Statute (NRS) 484D.495 requires the driver and all passengers, in the front or back seat of any motor vehicle, to wear a safety belt if one is available for [that] seating position. Exemptions include:

- Written physician statement certifying the driver or passenger is unable to wear a safety belt for medical reasons;
- If the vehicle is not required by federal law to have safety belts;
- US Postal Service employee delivering mail in rural area;
- If vehicle is stopping frequently, and not exceeding 15 MPH between stops;
- Public transportation, including a school bus or emergency vehicle

Policy

It is Department of Public Safety policy that all DPS employees are required to wear safety belts at all times while traveling in a passenger vehicle, while on duty or serving in an official capacity representing DPS. Overall, it is DPS policy to abide by all Nevada Revised Statutes (NRS), as applicable, which includes the seat belt law, NRS 484D.495.

Past efforts have failed for those communities who have tried to pass local ordinances requiring seat belt use as a primary offense.

Nevada's Child Passenger Protection Law

Nevada's child restraint law is primary for enforcement.

The 2003 legislation increased age and weight limits in Nevada's Revised Statutes from age 5 and 40 pounds to age 6 and 60 pounds; addresses booster seats, proper use, and mandatory training for violators (effective June 1, 2004). NRS 484B.157 requires proper installation and use of child restraints in motor vehicles for children under age 6 and under 60 pounds. NRS 484D.495 addresses the need for a driver and any passengers to wear a safety belt in motor vehicles. The seat belt law states that:

"A citation must be issued to any driver or to any adult passenger who fails to wear a safety belt as required...If the passenger is a child who: (a) Is 6 years of age or older but less than 18 years of age,

regardless of weight; or (b) Is less than 6 years of age but who weighs more than 60 pounds, a citation must be issued to the driver for his failure to require that child to wear the safety belt. “

Nevada’s statutory occupant protection laws require minors less than age 16 who are riding in passenger vehicles to be properly secured in a child safety seat or other approved restraint system. Exemptions to NRS 484B.157, child restraints in motor vehicles include:

- Transportation of a child in a means of public transportation, including a taxi, school bus or emergency vehicle.
- When a physician determines (in writing) that the use of such a child restraint system for the particular child would be medically impractical or dangerous.

3. Enforcement Program

DPS-OTS recognizes that aggressive enforcement of safety belt and impaired driving laws are truly effective ways to reduce motor vehicle crashes and fatalities on our highways. DPS-OTS will continue its commitment to finding resources to assist law enforcement in their efforts to reduce crashes and fatalities on Nevada’s roadways.

Joining Forces has been a very successful, ongoing multi-jurisdiction law enforcement program in Nevada since 2002. It covers DUI and Occupant Protection enforcement waves, in line with national campaigns, through STEP and saturation patrols. Joining Forces provides overtime funds for these enforcement activities. This program allows smaller, rural agencies to conduct specific traffic enforcement events for which they would otherwise not have personnel or equipment to participate. It also promotes camaraderie and cooperation between regional law enforcement agencies.

The May 2016 Click it or Ticket campaign was one of three mandatory events for the Joining Forces program with a secondary CIOT enforcement campaign in November 2015. Twenty-four of Nevada’s law enforcement agencies participated in this campaign serving well over 95% of the state’s population. The November 2015 enforcement campaign alone yielded 5,193 traffic related citations and arrests, which included 491 seat belt citations, 41 child passenger citations and 8 DUI arrests. Law enforcement personnel worked 1,886.75 hours conducting overtime and regular time enforcement activities, including S.T.E.P. and saturation patrols. The most common traffic violation by far, in the “other” category, was for speeding infractions (1,737).

Nevada will participate in the 2017 *Click it or Ticket* national mobilization. The continued focus is needed on occupant protection strategies that measurably change behavior: high visibility enforcement coupled with paid and earned media.

4. Communication Program

DPS-OTS will develop and publish behavior-altering public traffic safety announcements and messaging that address: 1) impaired driving, 2) safety belt usage, 3) pedestrian and motorcycle safety and 4)

distracted driving in an effort to maintain a downward trend in fatalities and serious injuries on Nevada's roadways. All campaigns are part of and support the State SHSP's 'Zero Fatalities' mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada. The hard hitting media messages will air congruently with highly visible enforcement activities.

Campaigns include TV, radio, on-line, signage, outreach and educational materials when appropriate per campaign and target audiences. OTS provided funding for paid media for Seatbelt and Occupant Protection campaigns during November 2015 *Click it or Ticket* mobilization and utilized national paid media for May 2016 *Click it or Ticket* mobilization. This included an educational strategy as well. TV, radio, bus stop shelter posters and outreach events may all be encompassed in this strategy. These *Click it or Ticket* campaigns may also include billboards or other signage (e.g. freeway digital messaging signs). The campaign includes a hard-hitting paid media message combined with stepped up enforcement of safety belt laws with the Joining Forces Program. OTS partners with Nevada Department of Transportation on this campaign and the message is stretched to the maximum under the *Zero Fatalities* umbrella and multiple SHSP partnerships.

DPS-OTS will utilize a media mix to cover the primary target audience of men age 18-34. By using radio and television, there will be opportunities to maximize both the reach and frequency to the available target. The primary markets will be the Las Vegas metro area including Pahrump, the Reno/Sparks metro area and Elko. Cable television will be used to reach viewers in rural areas, Carson/Douglas, Winnemucca, Fallon, Fernley, Yerington and North Lake Tahoe, Laughlin, etc. Hispanic males will be reached through both the general market schedule and Spanish language television, as the secondary target market.

5. Occupant Protection for Children

During 2017, DPS-OTS will continue public education efforts aimed at proper use of child safety seats. While the overall observed day time usage rate (front seat, shoulder belt survey) is well above the national average, the child seat usage rate is considerably lower. Although Nevada has a primary child restraint law, much more work is needed in this area.

Child Passenger Safety Advisory Board and Family Vehicle Safety Program

Nevada's Child Passenger Safety Advisory Board (CPS AB) will continue to play a significant role in changing Nevada's CPS landscape. Currently, CPS AB consists of eleven members representing health professionals, law enforcement, injury prevention, education, public and private child safety advocates, Safe Kids chapters and nationally certified CPS technicians and instructors. DPS-OTS serves as staff to this group and provides administrative and operating support.

The 2007 legislation raised the fine for a child car seat violation considerably, dependent on the 1st, 2nd, or subsequent violations (NRS 484B.157). The court may reduce the fine if the violator completes a specialized training program. To meet training program requirements for violators, the Advisory Board authored the Family Vehicle Safety Program (FVSP) curricula in Spanish and English. This is a two-hour educational program that includes one hour of classroom and one hour of 'hands-on' training to

participants. In 2014, the Advisory Board updated this curriculum to include the most recent NHTSA recommendations, curricula and best practice regarding child passenger safety.

DPS-OTS and the CPS Advisory Board will continue their efforts in maintaining this important service to Nevada's community by offering FVSP classes in both English and Spanish. An FVSP agency and instructors must meet minimum qualifications as determined by the CPS Advisory Board. An FVSP agency must be a non-profit organization and provide a copy of its current 501(c) certification to verify non-profit status annually. Any revenue generated is to be returned to the child passenger safety program for sustainability. This program cannot be run for profit per statute. FVSP providers must be: a currently certified CPS technician or instructor; be an active certified technician for at least one year, to shadow an existing FVSP instructor before teaching the curriculum alone, and be approved by the CPS Advisory Board. Currently, Nevada's FVSP has twenty approved instructors throughout the state. The education program is accessible to over 91% of the State's population.

CPS Certified Technicians

To ensure child passenger safety, it is essential that public safety personnel, emergency responders and other appropriate persons receive necessary CPS training. This information and training will enable them to educate and inform parents and caregivers throughout Nevada to enhance public access to child passenger safety information and education.

In 2017 DPS-OTS will continue to sponsor CPS Technician certification and Re-certification training events to offer flexible certification opportunities for current and new technicians, as well as specific targeted training for law enforcement officers, first responders and health professionals.

Child Passenger Safety Check Events and Public Information

DPS-OTS will continue to sponsor multiple child seat check events throughout each year, in part by donating child car seats and providing educational information. During 2015, DPS-OTS supported over 50 seat check events throughout the state. Over 2,000 seats were checked, with 1,800 new seats being distributed to low income families, and over 3,000 adults educated on properly restraining their children in motor vehicles. Occupant Protection for Children program grantees provided training and information to thousands of Nevada parents and caregivers regarding proper use and the importance of using approved child passenger safety seats.

All agencies receiving DPS-OTS Occupant Protection program grant funding or donated child car seats must indicate that they will have at least one currently certified CPS Technician or Technician Instructor staffing the grant funded project. They are also asked to train additional staff, host training events for the public, and/or become an FVSP provider in their community. Each funded program must be aligned with the specific demographics of the community they will serve. Whether for a training session, seat check, or general public event, DPS-OTS maintains an inventory of public information and educational items for distribution to the public in both English and Spanish.

6. Outreach Program, Ethnic and Age Group Emphasis

Outreach efforts to low-restraint-use populations in Nevada will be continued in FFY 2017. Hispanics represent about 27% of Nevada's population. The state has developed partnerships with local community groups, to share public information and education items about occupant protection issues and Nevada law, as well as to increase the awareness of the CIOT campaigns in Nevada. In addition, all *Click it or Ticket* paid media and print productions are provided in both English and Spanish, and include placement with Spanish-speaking media vendor stations statewide such as UniVision, Telemundo, Entravision, Lotus Broadcasting, Sinclair Media, Charter Media and Anglo Media partners.

Seat belt use and the Nevada CIOT campaigns emphasize teenage vehicle occupant behaviors through driver education. The Zero Teen Fatalities (ZTF) program is the statewide program to increase safe driving habits among young drivers (15 to 20 years old). ZTF increases awareness of the need for seatbelt usage and the dangers of impaired and distracted driving – three critical safety issues in this age group. The program involves presentations at assemblies, teacher meetings and other educational events; the identification of teams across the state, which compete in a one-day driving skills competition, and the development of media messages by teens, for teens, to be distributed to young drivers.

The 2015 seat belt observational survey results demonstrate that teenage males (ages 15-19) in pickup trucks wear their seat belts less than other age and gender groups. Since males are the primary target audience of the CIOT enforcement and media messages, the frequency of outreach and media to this group in Nevada is necessary.

In 2017 DPS-OTS will continue to lead the Seat Belt CEA team on the following items to increase seat belt use among groups with lower use rates:

- Educate and inform Nevada law enforcement on occupant protection laws;
- Conduct employer programs; and
- Provide specific seat belt information to public and private driver education instructors.

In 2017 DPS-OTS will continue targeting visiting motorists as a group that requires additional education resources. Nevada attracts millions of visitors each year, both foreign and domestic; many of whom are unfamiliar with the traffic safety laws of the State. These visitors may assume traffic laws in Nevada are similar to those in the jurisdictions where they reside. Educating these visitors to the traffic laws of Nevada will help to ensure they do not commit unnecessary traffic infractions and, in turn, increase safety for the traveling public. The Department of Motor Vehicles currently produces summary materiel for the public that can be distributed at locations frequented by visiting motorists, such as car rental agencies, highway rest stops and hotels.

7. Data and Program Evaluation

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

Seat Belt Use Data

Core Behavior Measures: Seat Belt Usage

Target: Maintain a statewide observed safety belt use rate of 90% or higher in 2017.

Actual Performance: The observed safety belt use rate in 2015 was 92.1%, with the eight previous years use rate being greater than 90%. This is significant for a secondary law state.

Statewide Observational Survey of Seat Belt Use

Nevada	2008	2009	2010	2011	2012	2013	2014	2015
Safety belt use rate	91.2	91.0	93.1	94.1	90.5	94.8	94.0	92.1

The 2017 seat belt observational survey will be conducted as an evaluation component of the national *Click it or Ticket* mobilization. The University of Nevada Las Vegas, Transportation Research Center will conduct all necessary pre and post data collection activities in Clark, Washoe, Lyon, Elko and Nye Counties to ensure full compliance with NHTSA requirements prescribed in Part 1340 Uniform Criteria for State Observational Surveys of Seat Belt Use. Pre-mobilization observational surveys of safety belt use in Nevada will be conducted. Data collection for the pre-mobilization observational survey will begin no earlier than April 7 and conclude no later than May 7. Post-mobilization observational surveys will be a full statewide survey for which data collection will begin on or shortly after June 4 and must conclude no later than June 20.

Performance Measure #4: Number of Unrestrained Passenger Vehicle Occupant Fatalities

Target: Decrease unrestrained fatalities from the 2010-2014 average of 65 to 58 by December 31, 2017.

Actual Performance: The preliminary 2015 data indicates 72 unrestrained fatalities in Nevada, up from 65 in 2014.

Unrestrained Serious Injuries Rates: 304 unrestrained serious injuries were reported in 2014, representing 25.1% of the 1,209 vehicle occupant serious injuries statewide.

Unrestrained Fatality Rates: 22.3% percent of Nevada's motor vehicle fatalities in 2014 year were unrestrained.

Child Safety Seat Use Data

Performance Measure #12: Nevada Child Passenger Safety

Target: Decrease the number of traffic fatalities of children between ages 0-4 from the five-year average of 2 (2010-2014) to 1 by December 31, 2017.

The motor vehicle trauma patient data provided by the Nevada School of Medicine, Trauma Center indicated that 918 child crash victims (ages 0-12) were brought to NV Trauma Centers from 2005

through 2010. When restraint information was reported, only 72.8% of these children were reported as being properly restrained.

Studies show that children involved in rollover crashes had the highest incidence rates of incapacitating injuries. In rollover crashes, the estimated incidence rate of incapacitating injuries among unrestrained children was almost three times greater than for restrained children. In near-side impacts, unrestrained children were eight times more likely to sustain incapacitating injuries than children restrained in child safety seats.

Data show that a majority of Nevada's children were injured in traffic crashes on a Tuesday, Wednesday or Saturday.

Studies show that children who are correctly using the appropriate restraint for their sizes and ages are at a significantly lower risk of sustaining serious or fatal injuries.

The 2012 Child Seat behavioral surveys conducted by the University of Nevada, Las Vegas revealed important information and key inter-dependencies among the factors involved in peoples' preferences, attitudes, and perceptions towards child safety seats. This behavioral survey was conducted in the cities of Las Vegas, North Las Vegas and Henderson (Greater Las Vegas Area). As per the analysis, Combined Knowledge Score was found to be 81.57 %, Frequency of Use was found to be 86.19 %, Price Perception Index was 4.84, Combined Experience Score was 60.11 %, Child Seat Attitude Score was 88.13 % and Driving Attitude Score was found to be 77.43 %. These results helped in targeting particular demographics of society during the campaigns for creating awareness regarding child seats and their proper use.

Data reported by OTS grantees show that approximately 2,400 child car seats were inspected and/or installed during check point events with less than 1% of these inspected seats having been installed correctly in 2015. During car seat check events, approximately 1,800 child safety seats including special need car seats were provided to low income families at little or no cost. OPC program grantees will continue to provide training and information to thousands of Nevada parents and caregivers regarding proper use and the importance of using approved child passenger safety seats. During 2015 the Office of Traffic Safety donated over 400 child car seats to various non-profit organizations, parents and caregivers of low income.

Motor Vehicle Crash and Medical Outcomes Statistics

Nevada Department of Transportation crash data indicate that in 2013, 21.4% of all 266 fatalities and 14.2% of all 1,189 serious injuries involved vehicle occupants in Nevada who were not wearing restraints. A large proportion of unbelted fatalities and serious injuries are more likely to occur on Fridays through Sundays. Between 2009-2013, almost two-thirds (63%) of the unbelted fatalities and serious injuries occurred in Clark County. Sixty-six percent of such fatalities and serious injuries occurred on urban roadways.

The Nevada Center for Traffic Safety Research at the University of Nevada, School of Medicine (UNSOM) will continue development of a workable process for linking and analyzing statewide crash and medical outcomes data. Statewide analysis of traffic crashes, serious injuries and other pertinent information were instrumental in providing legislative testimony and briefings to elected officials, informing OTS and all traffic safety partners and stakeholders. In 2012, the means to overcome technical, legal, and other

challenges to implementation and linkage of this data system were identified and resolved. As a result, a state-wide comprehensive repository contains linked trauma records due to motor vehicle crashes resulting in serious injuries. UNSOM data indicate that during 2005-2011, more than 19,000 motor vehicle occupants were transported to Nevada trauma centers, and approximately 78% of these patients were wearing a seat belt.

Public Knowledge and Attitudes About Occupant Protection Laws

The University of Nevada, Reno, Center for Research Design and Analysis conducts a telephone survey about Nevadan's driving behavior and attitudes on key safety issues: impaired driving, safety belts, speeding, and distracted driving. The effect of *Click It or Ticket* campaigns is also examined.

The 2015 self-reported attitudinal, awareness and behavioral survey regarding seat belt use revealed that the vast majority of Nevadans (91.4%) *always* used safety belts when driving or riding in a car, van, sport utility vehicle, or pick up, another 5.3% reported that they *nearly always* use safety belts, and a combined 2.6% reported sometimes or seldom use them. Although not statistically significant, a marginally higher percentage of females (9.5%) reported receiving a ticket for failing to wear a seat belt, in comparison to males (9.3%). However, analyses revealed that there is a clear difference between attitudes of men and women regarding perceived chances of receiving a citation for not wearing a seat belt. More female respondents (87.2%) believe they are *very likely* or *somewhat likely* to receive a ticket for this reason, in comparison with their male counterparts (75.5%).

Over the past three years, there was a modest rise in the percentage of Nevadans who report *always* using seat belts (92.1% in 2013, 89.7% in 2014 and 91.4% in 2015). Analysis of percentages suggests that there were no significant differences for seat belt use by age. Individuals 24 or younger reported always wearing seat belts 92.6% of the time during the day and 95.6% of the time at night, 25 through 44 year old individuals reported 87.4% of the time during the day and 89.5% of the time at night, 45 through 64 year olds reported 93.5% during the day and 95.1% of the time at night, and those who are 65 and older *always* use their seat belts 92.7% of the time during the day and 92.9% of the time at night. There are no statistically significant differences in seat belt usage depending on strata of respondents. Among respondents from the rural stratum, 92.2% report that they *always* or *nearly always* wear seat belts during the day, compared to 91.1% from the southern stratum, and 92.8% from the northern stratum (see Table Strata by C01Q01). Results were similar for seat belt use during the night, with 91.9% of respondents in the southern stratum reporting *always* or *nearly always* wearing seat belts, compared to 95.5% from the northern stratum and 95.8% from the rural stratum.

Finally, DPS-OTS considers occupant protection program evaluation results as an integral part of program planning and problem identification. This process is designed to identify geographic areas of the State and types of populations that present specific safety concerns to improve occupant protection in Nevada.

EXHIBIT 3_OP_NV_CRS_STATIONS

CHILD RESTRAINT INSPECTION STATIONS

Nevada has an active network of child restraint inspection stations as documented by a current list of active fitting stations. Nevada has a total of 17 counties of which 8 counties have populations at or below 10,000.

Currently there are **21** fitting stations in Nevada, while **7** stations are located in rural communities providing education and addressing needs of parents and caregivers to all demographics of these communities. Additionally, most of the fitting stations have bilingual CPS technicians to service the Hispanic or Latino population. The child restraint inspections stations service the majority of the State's population – **98.8%** and are distributed as shown in the table below. This existing active network of 21 stations serves all segments of the population including the underserved segments such as tribal, rural and Spanish speaking communities. As of June 2016, there are 173 CPS certified technicians and instructors in Nevada. Each station has at least one CPS certified technician who is available to assist the public during official posted hours.

Population and Child Restrain Inspection Stations

County	Population (Census estimates for 2014)	White (%)	Black (%)	American Indians (%)	Hispanic or Latino (%)	CPS Fitting Stations	CPS Techs
Churchill	23,989	74.3	2.2	5.2	13.3	1	9
Clark	2,069,681	45.3	11.6	1.2	30.3	8	62
Douglas	47,536	81.3	0.9	2.3	12.2	0	4
Elko	52,766	67.1	1.5	6.1	24.2	0	9
Esmeralda	822	71.2	1.9	4.9	19.2	0	0
Eureka	2,018	80.2	1.2	2.9	13.8	0	0
Humboldt	17,279	66.5	1.2	5.0	26.1	1	14
Lander	6,009	69.5	0.9	5.6	23.9	0	0
Lincoln	5,184	85.0	3.5	1.4	7.7	0	0
Lyon	51,789	76.3	1.3	3.2	15.8	3	13
Mineral	4,500	65.1	4.6	16.9	10.8	0	2
Nye	42,282	77.5	2.7	2.0	14.4	1	5
Pershing	6,698	66.5	4.2	4.4	23.3	1	1
Storey	3,912	84.6	1.6	2.0	7.8	0	0
Washoe	440,078	64.2	2.6	2.1	23.5	4	45
White Pine	10,034	73.5	4.8	4.7	14.9	0	2
Carson City	54,522	68.8	2.2	2.7	22.8	2	7

EXHIBIT 3a_OP_NV_CPS_STATIONS

Nevada Inspection Stations (June 2016)

Ron Wood Family Resource Center
2621 Northgate Lane, Suite 62
Carson City, NV 89706

Monday-Thursday, 8:00am-4:30pm; Friday 8:00am-Noon

For inspections, drop-ins are encouraged. For installations, please schedule an appointment.

775-884-2269

Contact: Miriam Silis

Additional contact: Holly Brown

English/Spanish assistance available. Technicians are Special Needs certified.

Central Lyon County Fire Protection District

231 Corral Drive
Dayton, NV 89403

775-246-6209

Contact: Jennifer Cleppe

Alternate Contact: Ryan Johnson

English/Spanish assistance available.

Banner Churchill Hospital

801 E Williams Ave
Fallon, NV 89406

8:00am-5:00pm Monday-Sunday; after hours if needed

775-867-7917 or 775-867-7911

Contact: Steve Tafoya

English/Spanish assistance available

North Lyon County Fire Protection District

195 East Main Street
Fernley, NV 89408

Call for appointment.

775-575-3310

Contact: Kasey Miller

SEATS: Safety Education and Training Services
Sparks, NV 89432

Call for appointment.

775-232-7131 or 775-690-0700
Contact: Kathy Secrist/Marci Burke

St. Rose Dominican Hospitals
Family to Family Connection
102 E Lake Mead
Henderson, NV 89015

By Appointment Only; Monday-Friday 9:00am-4:30pm

702-568-9601
Contact: Jen Findlay

AAA
10075 South Eastern Ave, Suite 109
Henderson, NV 89052

Call for appointment.

702-352-9209
Contact: Rebecca Lee

St. Rose Dominican Hospitals
100 N Green Valley Pkwy
Henderson, NV 89074

Call for appointment.

702-616-4901
Go to Barbara Greenspun Women's Care Center of Excellence; Suite 330

AAA

2901 S Carson St
Carson City, NV 89701

Call for appointment.

775-888-6419

Contact: Kandace Dutton
English/Spanish assistance available

AAA

3312 W Charleston Ave
Las Vegas, NV 89102

Call for appointment.

702-415-2245

East Valley Family Services

1800 E Sahara Ave, Suite 111
Las Vegas, NV 89104

Call for appointment.

702-696-1554 or 702-733-7144

Contact: Jamie Perez-Cruz
English/Spanish assistance available.

Family Resource Center

901 Rancho Lane, Suite 180
Las Vegas, NV 89106

By appointment only; Monday-Friday 8:00am-4:30pm

702-383-2229

Contact: Rose Gardner

Summerlin Hospital
657 N Town Center Drive
Las Vegas, NV 89114

10:00-Noon; No appointment necessary

702-233-7103

Sunrise Hospital & Medical Center
3186 S Maryland Pkwy
Las Vegas, NV 89169

Friday; 8:00am-11:30am

702-731-8666
Contact: Jeanne Marsala
English/Spanish assistance available. Technicians are Special Needs certified.

Pershing County Sheriff's Office
395 9th Street
Lovelock, NV 89419

775-273-5111
Contact: Sheil Perez

Nye Communities Coalition
1020 E Wilson Rd
Pahrump, NV 89048

775-537-2323
Contact: Felicia Lacroix

Northern Nevada Fitting Station
595 Bell Street
Reno, NV 89503

Monday-Friday, 8:00am-5:00pm; Spanish speaking assistance on Monday/Tuesday afternoon

775-815-0981
Contact: John Carl
Special Needs certified technician.

AAA
6795 S Virginia Street
Reno, NV 89511

775-326-2012
Contact: Melissa Mansfield

AAA
4731 Galleria Pkwy, Suite 105
Sparks, NV 89436

By appointment only.

775-356-3011
Contact: Allison Crookston

Humboldt General Hospital
118 E Haskell Street
Winnemucca, NV 89445

Call for appointment.

775-623-5222 Ext 263
Contact: Debbie Whittaker

Yerington/Mason Valley Fire Protection District
118 S Main Street
Yerington, NV 89447

Call for appointment.

775-463-2261

EXHIBIT 4_OP_NV_CPS_TECHS

CHILD PASSENGER SAFETY TECHNICIANS

DPS-OTS will continue to support CPS certification training for occupant protection safety professionals, law enforcement, fire and emergency rescue and hospital personnel so they can continue to educate the public concerning all aspects of properly using child restraints. To retain its cadre of certified Child Passenger Safety Technicians and Instructors (140 statewide as of June 2015), DPS-OTS will continue to sponsor CPS Technician certification and re-certification training events by offering flexible certification opportunities for current and new technicians, as well as specific targeted training for law enforcement officers, first responders and health care professionals. CPS courses are offered on an as-needed basis. This approach enables NV DPS-OTS to address immediate needs of Nevada's population and to reach out to underserved areas (minority population and/or rural areas). DPS-OTS will host at least three 32-hour NHTSA Standardized CPS Technician courses.

To continue education of the public about proper use of child restraints, and to ensure that each child restraint inspection station and check events located in the State are staffed with at least one CPS certified technician during official posted hours, Nevada added 37 new certified or re-certified CPS technicians during FFY 2015. It is essential that Nevada's child passenger safety advocates, public safety personnel, emergency responders and other appropriate persons continue to receive necessary CPS certification training and information. This enables them to educate and inform parents and caregivers throughout the State by enhancing public access to child passenger safety information and education.

During FFY 2016, DPS-OTS plans to promote and extend CPS certification and re-certification recruitment efforts toward law enforcement agencies, EMS services, Hospital staff and other traffic safety partners. Specifically, CPS training will be targeted towards bilingual people, counties with low levels of certified technicians and other underserved populations.

Nevada currently has two Safe Kids coalitions which cover a majority of the state's population. During 2016, Nevada's Safe Kids coalitions will continue to offer the NHTSA Standardized CPS Technician training, re-certification and CEU's training on their schedules which historically include 3-5 CPS certifications per year.

EXHIBIT 4a_OP_NV_CPS_TECHS

Nevada CPS Certified Technicians and Instructors (June 2016)

First Name	Last Name	County	Work Phone	Email Address	Certification Number
Dan	Abbate	Lyon	775-246-6209	dan.m.abbate@gmail.com	T749176
Antoine	Abi-Nader	Clark	702-372-1147	antoinenader@cox.net	T728634
Bill	Addington	Douglas	775-782-9922	waddington@co.douglas.nv.us	T694085
ANNETTE	ANDERSON	Churchill	775-867-7740	CALIFSEWN@AOL.COM	T749496
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EXHIBIT 5_OP_NV_CPS_FY17

CHILD PASSENGER SAFETY CLASSES AND EVENTS

As of June 2016, there are **21** fitting stations in Nevada, while **7** stations are located in rural communities providing education and addressing needs of parents and caregivers to all demographics of these communities. Additionally, most of the fitting stations have bilingual CPS technicians to service the Hispanic or Latino population. The child restraint inspections stations service the majority of the State's population – **98.8%**. This existing active network of 21 stations serves all segments of the population including the underserved segments such as tribal, rural and Spanish speaking communities. Currently there are 173 CPS certified technicians and instructors in Nevada.

Between 2010-2015, there have been 42 CPS Technician Certification and Renewal courses taught throughout Nevada. Each class averages 10 new technicians being certified. So far in 2016 there have been 4 CPS Technician Certification courses taught with 41 new techs certified and there are currently 2 classes scheduled for summer 2016.

In 2017 DPS-OTS will continue to sponsor CPS Technician certification and Re-certification training events to offer flexible certification opportunities for current and new technicians, as well as specific targeted training for law enforcement officers, first responders and health professionals. In 2017 DPS-OTS is partnering with Nevada Highway Patrol to begin teaching a CPS Technician Certification course as part of the Trooper Academy. This pilot program will be training approximately 40 new troopers which will allow for them to take a more proactive role in reducing injuries to children in motor vehicles. The following table shows classes and events scheduled for 2017.

Hosting Agency	Location	Population Served	CPS Technician Certification Classes Planned	CPS Inspection Events Planned	Students estimated to become Certified CPS Technicians	Estimated CPS Technicians needed for each event
DPS-OTS	Las Vegas	All	2	1	20	10
East Valley Family Services	Las Vegas	Low-income, Hispanic	0	6	0	7
Cappalappa Family Resource Center	Overton	Rural	0	4 special events & 5 day a week inspections	0	6
Ron Woods Family Resource Center	Carson City	All	0	20 seat check events & 10 events in rural communities	0	7
REMSA	Reno	All	4	4 special events & 5 day a week inspections	40	6
Safe Kids Clark County	Las Vegas	All	1	4 special events & 5 day a week inspections	10	10
Nevada Highway Patrol	Statewide	All	2	0	40	0

IMPAIRED DRIVING COUNTERMEASURES (23 U.S.C. 405(d))

Instructions: States may elect to apply for an Impaired Driving Countermeasures grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 3.1 and complete the form.
- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 3.2 and complete the form.

☐ **PART 3.1: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1200.23)**
*[Check the box above **only** if applying for this grant.]*

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(j) in the fiscal year of the grant.

Mid-Range State:

- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____.
- The statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.
- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

☒ **PART 3.2: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)**

[Check the box above **only** if applying for this grant.]

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Mid-Range State Only:

[Check **one** box below and fill in **all** blanks under that checked box.]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____. Specifically –

- HSP page or attachment # _____ describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP page or attachment # _____ contains the list of names, titles and organizations of all task force members;
- HSP page or attachment # _____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

☒ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 09/01/2013 and continues to use this plan.

High-Range State Only:

[Check **one** box below and fill in **all** blanks under that checked box.]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____. Specifically, –

- HSP page or attachment # _____ describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP page or attachment # _____ contains the list of names, titles and organizations of all task force members;
- HSP page or attachment # _____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP page or attachment # _____ addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP page or attachment # _____ contains the detailed project list for spending grant funds;

- HSP page or attachment # _____ describes how the spending supports the State's impaired driving program and achievement of its performance targets.

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

**ALCOHOL-IGNITION INTERLOCK LAWS
(23 U.S.C. 405(d)(6)(A))**

Instructions: States must apply for an Alcohol-Ignition Interlock Law grant using the application requirements Part 1300.

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

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on 10/01/1989 and last amended on 10/01/2007, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** NRS 484C.460

**24-7 SOBRIETY PROGRAMS
(23 U.S.C. 405(d)(6)(B))**

Instructions: States must apply for a 24-7 Sobriety Program grant using the application requirements Part 1300.

☒ PART 5: 24-7 SOBRIETY PROGRAM GRANT (23 CFR § 1300.23(H))

*[Check the box above **only** if applying for this grant.]*

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 06/30/1941 and last amended on 01/01/2016, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** Nevada Revised Statute 483.460
90 day revocation for conviction of first offense DUI.

*[Check **at least one of the boxes** below and fill in all blanks under that checked box.]*

☐ **Law citation.** The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): _____

☒ **Program information.** The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided as HSP page or attachment # _____.

MOTORCYCLIST SAFETY
(23 U.S.C. 405(f))

Instructions: States may elect to apply for a Motorcyclist Safety grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 7.1 (formerly Part 5 of Appendix D) and complete the form.
- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 7.2 and complete the form.

☐ **PART 7.1*: MOTORCYCLIST SAFETY GRANT (23 CFR § 1200.25)**

(*Under Appendix D of Part 1200, Motorcyclist Safety Grant application was Part 5.)

[Check the box above **only** if applying for this grant.]

[Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes.]

☐ **Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

☐ **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page # _____.

_____.

- Copy of the State strategic communications plan is provided as HSP attachment # _____.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. **Legal citation(s):** _____.

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. **Legal citation(s):** _____.

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [Check one box below and fill in any blanks under the checked box.]

☐ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** _____.
- AND
- The State's law appropriating funds for FY _____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____.

☐ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

☒ **PART 7.2: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)**

*[Check the box above **only** if applying for this grant.]*

*[Check **at least 2 boxes** below and fill in **all** blanks under those checked boxes **only**.]*

☒ **Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Director James Wright, Department of Public Safety; NV_FY17_405f_Exh.1 Authority Statute.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: *[Check one of the following boxes below and fill in any blanks.]*
 - ☒ Motorcycle Safety Foundation Basic Rider Course;
 - ☐ TEAM OREGON Basic Rider Training;
 - ☐ Idaho STAR Basic I;
 - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
 - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- On HSP page or attachment # NV_FY17_405f_Exh.2, a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- On HSP page or attachment # , performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- On HSP page or attachment # , countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes

involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP page or attachment # .
- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # .

☐ **Impaired driving program:**

- On HSP page or attachment # , performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- On HSP page or attachment # , countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP page or attachment # .
- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # .

☒ **Use of fees collected from motorcyclists for motorcycle programs:**

[Check **one box only** below and fill in **all blanks** under the checked box **only**.]

☒ **Applying as a Law State –**

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** NV_FY17_405f_Exh_5 Appropriate Funds Statute.
AND

- The State's law appropriating funds for FY 2017 requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** NV_FY17_405f_Exh_8 Statute Fees Used only by the motorcycle Program; NV_FY17_405f_Exh_7_SB142 text.
- ☐ Applying as a Data State –
- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided HSP page or attachment # .

Brian Sandoval
Governor



James M. Wright
Director

Jackie Muth
Deputy Director

Director's Office

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

DATE: June 23, 2016

TO: Gina Esposito-Salcedo, Regional Administrator
National Highway Traffic Safety Administration Region 8

FROM: James Wright, Governor's Representative for Highway Safety
Department of Public Safety

SUBJECT: Motorcycle Safety Program

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

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

Sincerely,

James Wright, Director
Nevada Department of Public Safety

NV_FY17_405f_Exh_1

Nevada Revised Statutes

486.363 thru 486.372

EDUCATION AND SAFETY OF MOTORCYCLE RIDERS

NRS 486.363 Definitions. As used in [NRS 486.363](#) to [486.377](#), inclusive, unless the context otherwise requires, the words and terms defined in [NRS 486.365](#), [486.367](#) and [486.370](#) have the meanings ascribed to them in those sections.

(Added to NRS by [2003, 416](#))

NRS 486.365 “Department” defined. “Department” means the Department of Public Safety.

(Added to NRS by [2003, 416](#))

NRS 486.367 “Director” defined. “Director” means the Director of the Department of Public Safety.

(Added to NRS by [2003, 416](#))

NRS 486.370 “Motorcycle” does not include trimobile. “Motorcycle” does not include a trimobile.

(Added to NRS by 1993, 1321; A [2003, 416](#))

NRS 486.372 Program for Education of Motorcycle Riders: Establishment; Administrator; consultation with Advisory Committee; approval of courses of instruction; rules and regulations; contracts for services; Account to pay expense of Program.

1. The Director shall:

(a) Establish the Program.

(b) Appoint an Administrator to carry out the Program.

(c) Consult regularly with the Advisory Committee for Motorcycle Safety concerning the content and implementation of the Program.

(d) Approve courses of instruction provided by public or private organizations which comply with the requirements established for the Program.

(e) Adopt rules and regulations which are necessary to carry out the Program.

2. The Director may contract for the provision of services necessary for the Program.

3. The money in the Account for the Program for the Education of Motorcycle Riders may be used:

(a) To pay the expenses of the Program, including reimbursement to instructors licensed pursuant to [NRS 486.375](#) for services provided for the Program; or

(b) For any other purpose authorized by the Legislature.

4. The interest and income earned on the money in the Account, after deducting any applicable charges, must be credited to the Account.

(Added to NRS by 1991, 1064; A [2010, 26th Special Session, 22](#))

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County												
Carson City	2,332	993	1	1	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
Churchill																
Clark	38,457	2,841	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Douglas																
Elko	1,860	48	1	1	1	1	1	1								1
Esmeralda																
Eureka		70		1												
Humboldt	692		1		1	1										1
Lander		216		1												
Lincoln		106		1												
Lyon	2,661		1		1	1	1	1	1		1	1		1	1	
Mineral	149		1				1							1		
Nye		2,064		1												
Pershing		149		1												
Storey		364		1												
Washoe	15,191		1		1	1	1	1	1		1	1		1	1	1
White Pine		256		1												
TOTALS	61,342 (With)	7,107 (Without)	7 (With)	10 (Without)												

#N/A

NV_FY17_405f_Exh_3

NEVADA COURSE LOCATIONS BY COUNTY

Courses are offered in a variety of locations to best serve the population of Nevada. The following describes sponsors and locations of the many training sites in the state as of May 31, 2016.

WASHOE

Truckee Meadows Community College

- 7000 Dandini Blvd., Reno, NV
- 1065 Eagle Canyon Drive, Sparks, NV

Harley Davidson

2295 Market St., Reno, NV

CARSON CITY

Western Nevada College

- 2201 W. College Pkwy., Carson City, NV
- 1263 S. Stewart St., Carson City, NV

Harley Davidson

- 2900 Research Way, Carson City, NV

CLARK

College of Southern Nevada

- 3200 E. Cheyenne Ave., North Las Vegas, NV
- 6375 W. Charleston Blvd., Las Vegas, NV
- 700 College Ave., Henderson, NV
- CSN Outreach, Highway 395, Tonopah, NV

Harley-Davidson

- 2605 S. Eastern Ave., Las Vegas, NV
- 1010 W. Warm Springs Road, Henderson, NV
- 2260 S. Rainbow Rd., Las Vegas, NV

Cycle School

- 4430 Grissom, Nellis AFB, NV

ELKO

Department of Public Safety

- 3920 E. Idaho, Elko, NV

HUMBOLDT

Department of Public Safety

- 3505 Construction Way, Winnemucca, NV

MINERAL

Department of Public Safety

- Mineral County Airport, Hawthorne, NV

LYON

Silver State Motorcycle Academy

- 1991 Hwy 50 W., Silver Springs, NV



**STATE OF NEVADA
DEPARTMENT OF MOTOR VEHICLES**

CENTRAL SERVICES AND RECORDS DIVISION

**555 Wright Way
Carson City, NV 89711-0250
(775)684-4590
www.dmvnv.com**

**TOTAL ACTIVE VEHICLE REGISTRATIONS
THROUGH APRIL 2016**

COUNTY	CARS & RVS	TRUCK, VAN, BUS	TRAILER, UTLY, TENT	MOTORCYCLE	OFF-HIGHWAY VEHICLE	TRV-TLR & 5TH WHEEL	TOTAL
CARSON CITY	38,515	14,966	5,998	2,332	1,314	1,582	64,707
CHURCHILL	14,802	9,985	5,702	993	1,423	1,357	34,262
CLARK	1,131,793	243,423	60,767	38,457	13,229	11,232	1,498,901
DOUGLAS	38,005	17,340	9,481	2,841	2,528	2,483	72,678
ELKO	26,281	22,734	11,570	1,860	4,187	2,656	69,288
ESMERALDA	641	669	327	48	61	80	1,826
EUREKA	1,008	1,527	787	70	149	130	3,671
HUMBOLDT	9,696	8,374	4,949	692	1,235	926	25,872
LANDER	3,326	3,063	1,786	216	487	389	9,267
LINCOLN	2,868	2,653	1,580	106	458	335	8,000
LYON	34,693	18,676	9,337	2,661	2,828	2,493	70,688
MINERAL	2,790	2,106	883	149	243	261	6,432
NYE	30,056	17,220	7,712	2,064	1,913	2,085	61,050
PERSHING	2,618	2,565	1,403	149	334	239	7,308
STOREY	3,748	1,986	1,007	364	316	255	7,676
WASHOE	265,477	86,363	37,150	15,191	10,380	10,564	425,125
WHITE PINE	4,743	5,145	2,478	256	1,035	582	14,239
OTHER	14	18	5	2	29	0	68
TOTAL	1,611,074	458,813	162,922	68,451	42,149	37,649	2,381,058

NV_FY17_405f_Exh_5

NRS482.480 Fees for registration; exceptions; account for verification of insurance. [Effective until the earlier of October 1, 2015, or the date on which the Director of the Department of Motor Vehicles notifies the Governor and the Director of the Legislative Counsel Bureau that sufficient resources are available to enable the Department to carry out the provisions of chapter 472, Statutes of Nevada 2013, at page 2812.] There must be paid to the Department for the registration or the transfer or reinstatement of the registration of motor vehicles, trailers and semitrailers, fees according to the following schedule:

1. Except as otherwise provided in this section, for each stock passenger car and each reconstructed or specially constructed passenger car registered to a person, regardless of weight or number of passenger capacity, a fee for registration of \$33.
2. Except as otherwise provided in subsection 3:
 - (a) For each of the fifth and sixth such cars registered to a person, a fee for registration of \$16.50.
 - (b) For each of the seventh and eighth such cars registered to a person, a fee for registration of \$12.
 - (c) For each of the ninth or more such cars registered to a person, a fee for registration of \$8.
3. The fees specified in subsection 2 do not apply:
 - (a) Unless the person registering the cars presents to the Department at the time of registration the registrations of all the cars registered to the person.
 - (b) To cars that are part of a fleet.
4. For every motorcycle, a fee for registration of \$33 and for each motorcycle other than a trimobile, an additional fee of \$6 for motorcycle safety. The additional fee must be deposited in the State General Fund for credit to the Account for the Program for the Education of Motorcycle Riders created by [NRS 486.372](#).
5. For each transfer of registration, a fee of \$6 in addition to any other fees.
6. Except as otherwise provided in subsection 6 of [NRS 485.317](#), to reinstate the registration of a motor vehicle that is suspended pursuant to that section:
 - (a) A fee as specified in [NRS 482.557](#) for a registered owner who failed to have insurance on the date specified by the Department, which fee is in addition to any fine or penalty imposed pursuant to [NRS 482.557](#); or
 - (b) A fee of \$50 for a registered owner of a dormant vehicle who cancelled the insurance coverage for that vehicle or allowed the insurance coverage for that vehicle to expire without first cancelling the registration for the vehicle in accordance with subsection 3 of [NRS 485.320](#),

↪ both of which must be deposited in the Account for Verification of Insurance which is hereby created in the State Highway Fund. The money in the Account must be used to carry out the provisions of [NRS 485.313](#) to [485.318](#), inclusive.
7. For every travel trailer, a fee for registration of \$27.
8. For every permit for the operation of a golf cart, an annual fee of \$10.
9. For every low-speed vehicle, as that term is defined in [NRS 484B.637](#), a fee for registration of \$33.
10. To reinstate the registration of a motor vehicle that is suspended pursuant to [NRS 482.451](#) or [482.458](#), a fee of \$33.

[Part 25:202;1931; A 1931, 339; 1933, 249; 1935, 375; 1937, 76, 330; 1947, 613; 1955, 127, 350]—
(NRS A 1959, 915, 918; 1963, 350, 689; 1965, 315; 1969, 689, 1280; 1971, 78, 1555; 1973, 402; 1975, 335, 467, 1089, 1121, 1122; [1979, 112, 792](#); [1981, 664, 1058, 1736, 1737](#); [1983, 1132](#); [1985, 1558, 1837](#); [1987, 611, 925, 1793](#); [1989, 705, 1423, 1741, 1742](#); [1991, 1064, 1777, 1906, 1991, 2330](#); [1993, 270, 583, 1321, 1392, 2213, 2214, 2481](#); [1995, 685, 686, 2732](#); [1997, 1082, 2646, 2647](#); [1999, 2134, 2144, 2570, 2571](#); [2001, 189, 192, 668](#); [2001 Special Session, 251](#); [2009, 2205](#); [2011, 1590](#); [2013, 88, 1840, 2758](#))

SB142

Page 1 of 2

SB142

[View Bill in NELIS](#)



Introduced in the Senate on Feb 12, 2015.

By: (Bolded name indicates primary sponsorship)

Gustavson, Fiore, Hansen, Carrillo, Dickman, Ellison, Jones, O'Neill, Oscarson, Titus, Wheeler

Revises provisions governing motor vehicles. (BDR 43-718)

Fiscal Notes

Effect on Local Government: No.

Effect on State: No.

Most Recent History Approved by the Governor. Chapter 83.

Action:

(See full list below)

Upcoming Hearings

Past Hearings

Senate Transportation	Feb 26, 2015 AM	08:30	Agenda	Minutes	Heard, No Action
Senate Transportation	Mar 05, 2015 AM	08:30	Agenda	Minutes	Not Heard
Senate Transportation	Mar 26, 2015 AM	08:00	Agenda	Minutes	Heard, No Action
Senate Transportation	Apr 09, 2015 AM	08:00	Agenda	Minutes	Amend, and do pass as amended
Assembly Transportation	Apr 23, 2015 PM	03:15	Agenda		Heard
Assembly Transportation	Apr 30, 2015 PM	03:15	Agenda		Do pass

Final Passage Votes

Senate Final Passage	(1st Reprint)	Apr 15, 2015	Yea 20,	Nay 0,	Excused 1,	Not Voting 0,	Absent 0
Assembly Final Passage	(1st Reprint)	May 05, 2015	Yea 42,	Nay 0,	Excused 0,	Not Voting 0,	Absent 0

Bill Text [As Introduced](#) [1st Reprint](#) [As Enrolled](#)

Adopted Amendments [Amend. No. 402](#)

Bill History

Feb 12, 2015

- Read first time. Referred to Committee on Transportation. To printer.

SB142

Page 2 of 2

Feb 13, 2015

- From printer. To committee.

Apr 14, 2015

- From committee: Amend, and do pass as amended.
- Placed on Second Reading File.
- Read second time. Amended. (Amend. No. **402.**) To printer.

Apr 15, 2015

- From printer. To engrossment. Engrossed. **First reprint**.
- Read third time. Passed, as amended. Title approved, as amended. (**Yeas: 20, Nays: None, Excused: 1.**) To Assembly.

Apr 16, 2015

- In Assembly.
- Read first time. Referred to Committee on Transportation. To committee.

May 01, 2015

- From committee: Do pass.

May 04, 2015

- Read second time.

May 05, 2015

- Read third time. Passed. Title approved. (**Yeas: 42, Nays: None.**) To Senate.

May 06, 2015

- In Senate. To enrollment.

May 08, 2015

- Enrolled and delivered to Governor.

May 14, 2015

- Approved by the Governor. Chapter 83.
- **Effective on May 14, 2015.**

Senate Bill No. 142—Senator Gustavson

Joint Sponsors: Assemblymen Fiore, Hansen, Carrillo; Dickman, Ellison, Jones, O'Neill, Oscarson, Titus and Wheeler

CHAPTER.....

AN ACT relating to motor vehicles; revising the definition of a trimobile; revising provisions governing the Account for the Program for the Education of Motorcycle Riders; and providing other matters properly relating thereto.

Legislative Counsel's Digest:

Existing law defines a trimobile to mean a motor vehicle designed to travel with three wheels on the ground, two of which are power driven. (NRS 482.129, 486.057) **Sections 3.3 and 3.7** of this bill revise the definition of a trimobile to provide that at least one of the wheels must be power driven and excludes from the definition a motorcycle with a sidecar.

Existing law provides for an Account for the Program for the Education of Motorcycle Riders and authorizes the use of money from the Account to pay the expenses of the Program for the Education of Motorcycle Riders or for any other purpose authorized by the Legislature. (NRS 486.372) **Section 4.5** of this bill removes the provision allowing money from the Account to be used for any other purpose authorized by the Legislature.

EXPLANATION – Matter in *bolded italics* is new; matter between brackets ~~omitted material~~ is material to be omitted.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Sections 1-3. (Deleted by amendment.)

Sec. 3.3. NRS 482.129 is hereby amended to read as follows:

482.129 "Trimobile" means every motor vehicle designed to travel with three wheels in contact with the ground, ~~two~~ *at least one* of which ~~are~~ *is* power driven. *The term does not include a motorcycle with a sidecar.*

Sec. 3.7. NRS 486.057 is hereby amended to read as follows:

486.057 "Trimobile" means every motor vehicle designed to travel with three wheels in contact with the ground, ~~two~~ *at least one* of which ~~are~~ *is* power driven. *The term does not include a motorcycle with a sidecar.*

Sec. 4. (Deleted by amendment.)

Sec. 4.5. NRS 486.372 is hereby amended to read as follows:

486.372 1. The Director shall:

(a) Establish the Program for the Education of Motorcycle Riders.

(b) Appoint an Administrator to carry out the Program.



– 2 –

(c) Consult regularly with the Advisory Board on Motorcycle Safety concerning the content and implementation of the Program.

(d) Approve courses of instruction provided by public or private organizations which comply with the requirements established for the Program.

(e) Adopt rules and regulations which are necessary to carry out the Program.

2. The Director may contract for the provision of services necessary for the Program.

3. The Account for the Program for the Education of Motorcycle Riders is hereby created in the State General Fund. The Director shall administer the Account.

4. The money in the Account for the Program for the Education of Motorcycle Riders may *only* be used ~~to~~

~~—(a) To~~ to pay the expenses of the Program, including reimbursement to instructors licensed pursuant to NRS 486.375 for services provided for the Program. ~~to~~ or

~~—(b) For any other purpose authorized by the Legislature.~~

5. The interest and income earned on the money in the Account, after deducting any applicable charges, must be credited to the Account.

6. Any money remaining in the Account for the Program for the Education of Motorcycle Riders at the end of a fiscal year does not revert to the State General Fund, and the balance in the Account must be carried forward to the next fiscal year.

Sec. 5. (Deleted by amendment.)

Sec. 6. This act becomes effective upon passage and approval.

20 ~~~~~ 15



Senate Bill No. 142—Senator Gustavson

Joint Sponsors: Assemblymen Fiore, Hansen, Carrillo; Dickman, Ellison, Jones, O'Neill, Oscarson, Titus and Wheeler

CHAPTER.....

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(a) Establish the Program for the Education of Motorcycle Riders.

(b) Appoint an Administrator to carry out the Program.



– 2 –

(c) Consult regularly with the Advisory Board on Motorcycle Safety concerning the content and implementation of the Program.

(d) Approve courses of instruction provided by public or private organizations which comply with the requirements established for the Program.

(e) Adopt rules and regulations which are necessary to carry out the Program.

2. The Director may contract for the provision of services necessary for the Program.

3. The Account for the Program for the Education of Motorcycle Riders is hereby created in the State General Fund. The Director shall administer the Account.

4. The money in the Account for the Program for the Education of Motorcycle Riders may *only* be used ~~to~~

~~—(a) To~~ *to* pay the expenses of the Program, including reimbursement to instructors licensed pursuant to NRS 486.375 for services provided for the Program. ~~to or~~

~~—(b) For any other purpose authorized by the Legislature.~~

5. The interest and income earned on the money in the Account, after deducting any applicable charges, must be credited to the Account.

6. Any money remaining in the Account for the Program for the Education of Motorcycle Riders at the end of a fiscal year does not revert to the State General Fund, and the balance in the Account must be carried forward to the next fiscal year.

Sec. 5. (Deleted by amendment.)

Sec. 6. This act becomes effective upon passage and approval.

20 ~~~~~ 15



**STATE TRAFFIC SAFETY INFORMATION
SYSTEM IMPROVEMENTS (23 U.S.C. 405(c))**

Instructions: States may elect to apply for a State Traffic Safety Information System Improvements grant using the application requirements under Part 1200 or Part 1300.

- If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 2.1 and complete the form.
- If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 2.2 and complete the form.

☐ **PART 2.1: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1200.22)**

*[Check the box above **only** if applying for this grant.]*

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

*[Fill in **at least one** blank for each bullet below.]*

- A copy of *[check one box only]* the ☐ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # .
- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # .
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # .
- The name and title of the State's Traffic Records Coordinator is .
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # .
- *[Check one box below and fill in **any** blanks under that checked box.]*
 - ☐ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages .
 - OR**
 - ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # .
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on .

☒ **PART 2.2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)**

*[Check the box above **only** if applying for this grant.]*

All States:

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

*[Fill in **all** blank for each bullet below.]*

- The TRCC meeting dates (at least 3) during the 12 months preceding the application due date were: July 29, 2015; October 14, 2015; January 21, 2016; April 20, 2016.
- The name and title of the State's Traffic Records Coordinator is Kurt Davis, Traffic Records Program Manager.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided as HSP page or attachment # NV TRCC MEMBERSHIP LIST MAY 2016.
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements: HSP page or attachment # HSP PAGE #57;
 - List of all recommendations from most recent assessment: HSP page or attachment # TRCC ASSESSMENT RECOMMENDATIONS;
 - Recommendations to be addressed, including projects and performance measures: HSP page or attachment # TRCC ASSESSMENT RECOMMENDATIONS;
 - Recommendations not to be addressed, including reasons for not implementing: HSP page or attachment # TRCC ASSESSMENT RECOMMENDATIONS.
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided as HSP page or attachment # 405c MEAS FOR FY17.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on MAY 12, 2015.

TRCC Membership List

Revised May 2016

Agency	Member	Title	Function	Contact #	E-mail
Reno PD	Adam Blount	Officer	Law Enforcement/Crash/Citation	(775) 750-5604	blounta@reno.gov
LMVPD	Ashok Yadav	Senior Programming Analyst	Information Tech LMVPD	(702) 828-8211	ashok46@lvmvpd.com
FMCSA	Bill Bensmiller	Division Administrator	Commercial Vehicles	775-687-5335	william.bensmiller@dot.gov
Nevada Capitol Police	Bill West	Sergeant	Law Enforcement/Crash/Citation	(702)486-2935	wwest@dps.state.nv.us
Henderson PD	Brandon Brooks	Lieutenant	Law Enforcement/Crash/Citation	702-267-4592	brandon.brooks@cityofhenderson.com
West Wendover PD	Burdell Welsh	Chief	Law Enforcement/Crash/Citation	(775) 663-1810	bwelsh@westwendovercity.com
Lincoln Co SO	C. Dirks	Sergeant	Law Enforcement/Crash/Citation	775-326-6042	cdirks@lcsso-nv.org
Washoe County Health District	Christina Conti	EMS Program Manager	EMS/Public Health/Injury Surveillance	775-684-7395	cconti@washocounty.us
NHP	Dan Gordon	Trooper	Law Enforcement/Crash/Citation	775-328-2895	dgordon@dps.state.nv.us
Washoe County SO	Dennis Hippert	Sergeant	Law Enforcement/Crash/Citation	(702) 895-2015	dhippert@washocounty.us
UNLV Vulnerable Road Users	Erin Breen	Administrator	Law Enforcement/Crash/Citation	702-575-0383	scp.unlv@gmail.com
Mesquite PD	Gary Erickson	Defective	UNLV Vulnerable Road Users Project	775-326-6042	gerickson@mesquitenv.gov
Washoe County Health District	Heather Kerwin	Statistician	Law Enforcement/Crash/Citation	702-633-1017 ext 5114	hkerwin@washocounty.us
NLVPD	John Tony	Officer - Vice-chair through 6/15	Law Enforcement/Crash/Citation	684-4845	tonnyj@cityofnorthlasvegas.com
DMV	Jude Hurn	Division Administrator	Driver/Vehicle Licensing	(775) 684-7473	jhurn@dmv.nv.gov
OTS	Julie Gallagher	FARS Analyst	Highway Safety/Crash/Roadway		jgallagher@dps.state.nv.us
Lincoln Co SO	K. Lee	Sheriff	Law Enforcement/Crash/Citation		klee@lcsso.nv.gov
NDOT	Karl Nieberlein	Brazos	Highway Safety/Crash/Roadway	775-888-7204	karl.nieberlein@nv.ertech.com
OTS	Kurt Davis	Transportation Analyst - Chair through 6/16	Public Records	775-684-7477	kdavis@dot.state.nv.us
UNSCOM	Laura Snyder	Traffic Records Manager	Public Health/Injury Surveillance	(702) 671-2270	lsnyder@medline.nevada.edu
AOC	M. Young	IT Manager	Courts/Citation & Adjudication Systems	(775) 687-9890	myoung@landerso.org
Landier Co SO	Mario Ramos	Sergeant	Law Enforcement/Crash/Citation	(775) 353-2241 ext 5503	mramos@lcsso.gov
NHTSA (region 8)	Marlene Cleveland	Regional Supervisor	Law Enforcement/Crash/Citation	(702) 676-1736	mcleveland@dot.gov
SPD	Mike Rangel	Principal Transportation Planner	Highway Infrastructure/Roadway/Strategic Planning		mrcleveland@cityofsparks.us
Winemucca PD	Mohammad Farhan	Major	Law Enforcement/Crash/Citation		farhanm@lcsny.com
RTC of Southern Nevada	Nicholas O'Connor	Captain	Law Enforcement/Crash/Citation		nocconne@rtcsonv.com
NHP	R. Hickox	Deputy	Law Enforcement/Crash/Citation	(775) 230-3669	rhickox@dps.state.nv.us
Churchill County SO	Raul Ramirez	Lieutenant	Motor Carrier/Crash/Citation	775-687-8346	r Ramirez@dps.state.nv.us
DPS	Ron Skibinski	Lieutenant	Law Enforcement/Crash/Citation	(775) 887-2500	rsibinski@co.douglas.nv.us
NHP	Roy Baughman	Sergeant	Law Enforcement/Crash/Citation	775-461-6443	rbaughman@dps.state.nv.us
RPD	Scott Dugan	LEL	Law Enforcement/Crash/Citation	775-684-7473	sdugans@reno.gov
CCSO	Scott McDaniel	Administrator	Law Enforcement/Crash/Citation	702-828-8528	ssmcdaniel@ccarson.org
OTS	Shirley Visger	Deputy HSC	Law Enforcement/Crash/Citation	775-423-1178	ssmcdaniel@lvmvpd.com
LMVPD	Susan Hohn	PO II	Law Enforcement/Crash/Citation		shohn@dps.state.nv.us
OTS	Ted Mondragon	Captain	Law Enforcement/Crash/Citation		tmondragon@lvmvpd.com
Fallon PD	Vernon Ulrich	DMV Tech IV	Law Enforcement/Crash/Citation		vulrich@fallonevada.gov
DMV	Wayne Bahmiller		Registrations-Driver/Vehicle		wbahmiller@dmv.state.nv.us

TRAFFIC RECORDS ASSESSMENT - MAY 12, 2015		
RECOMMENDATIONS		
SECTION/RECOMMENDATION	TO BE ADDRESSED (Project and PM)	NOT TO BE ADDRESSED (reason for not implementing)
STRATEGIC PLANNING		
Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.	THE TRCC WILL BE TASKED WITH IMPROVING THE STRATEGIC PLAN BY EXAMINING THOSE OF OTHER SUCCESSFUL STATE PLANS AND ADOPTING SIMILAR PLANS	
CRASH		
Improve the procedures/ process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	THE GOAL OF HAVING THE 23 OF 38 LEA'S CONTRIBUTING ELECTRONICALLY WILL BE ACHIEVED BY DECEMBER 2016	
Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	THE NCATS TO NVDOT INFORMATION IS BEING UPGRADED AND IS IN PROCESS TO MEET THE 2015 RECOMMENDATIONS	
Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	A GRANT WILL BE REQUESTED FOR QUALITY CONTROL DIRECTED TO THE INITIAL RECORDER; A REDACT TOOL (PROGRAM) HAS BEEN DEVELOPED AND IS AVAILABLE	
VEHICLE		
Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		NV DMV DECLINED PARTICIPATION IN PRISM
Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.		NV DMV DECLINED PARTICIPATION IN PRISM

DRIVER		
Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	NV DMV WILL BE APPROACHED TO ASK FOR COORDINATION AND COOPERATION IN ACHIEVING THIS GOAL	
Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	NV DMV WILL BE APPROACHED TO ASK FOR COORDINATION AND COOPERATION IN ACHIEVING THIS GOAL	
Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.		SOLELY A NV DMV FUNCTION CONTROLLED BY NV DMV
ROADWAY		
Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	HAS BEEN COMPLETED	
Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	NDOT HAS COMPLETED ITS TASK OF DELEGATION OF AUTHORITY FOR ROADWAY ENTERPRISE SYSTEM	
Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	HAS BEEN COMPLETED	
CITATION/ADJUDICATION		
Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	INTERFACE COMPLETED WITH THE NVAOC	
Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records	AOC IS RECEIVING 100% FROM THE PARTICIPATING COURTS (32 OF 40)	

Program Assessment Advisory.		
Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	INTERFACE COMPLETED WITH THE NVAOC	
Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	AOC HAS INTERNAL CONTROLS IN PLACE	
EMS/INJURY SURVEILLANCE		
Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	A GRANT WAS WRITTEN TO THE UNIVERSITY OF NEVADA SCHOOL OF MEDICINE FOR RESEARCH TO INTERFACE DATA AND IS IN PROCESS	
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	A GRANT WAS WRITTEN TO THE UNIVERSITY OF NEVADA SCHOOL OF MEDICINE FOR RESEARCH TO INTERFACE DATA	
Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	TRCC HAS LIMITED EXPOSURE TO EMS INFO OUTSIDE OF THE CURRENT GRANT TO UNSOM; THIS WILL BE ADDRESSED WITH FUTURE TRCC/TREC MEETINGS	
DATA USE AND INTEGRATION		
Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.	THE TRCC CHARTER WAS UPDATED; A SEPARATE COMMITTEE WAS ORGANIZED FROM WITHIN THE TRCC TO ADDRESS BRAZOS IMPROVEMENTS /DEVELOPMENT	

TRAFFIC RECORDS

Performance Measures

FFY 2017

Section 405(c) Progress Report

State: Nevada Report Date: 06 / 30 / 2016 Submitted by: Kurt Davis

Regional Reviewer:

System to be Impacted	Citation / Adjudication
Performance Area(s) to be Impacted	Completeness
Performance Measure used to track Improvement(s)	Narrative Description of the Measure Electronic Citation Data Upload to Administrative Office of the Courts (AOC) - the percentage of traffic enforcement law enforcement agencies uploading electronic citation data into Nevada AOC database. In 2010, Nevada Department of Public Safety Research & Technology Project Manager Ken Baldwin developed a partial interface with three (3) Nevada law enforcement agencies, allowing upload of citation data for 20,099 citations to NCATS. No citations were sent to the courts via the AOC. With implementation of Brazos Technology's data collection software, citation data began uploading to the AOC, which transmits citation data to the appropriate court of jurisdiction. The AOC also has begun receiving electronic adjudication data from courts of jurisdiction, which is subsequently transmitted to the DMV. As Nevada Continues to implement additional agencies with the Brazos Technology software, the percentage of agencies and number of citations has increased.
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates Citation Issuance Data, Project ID NV-11-5
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) Based on the timeline of agencies in pilot testing and signed up to implement the Brazos Technology software, Nevada anticipated twenty-one (21) agencies would be submitting electronic citation data by the end of FFY 2015. From April 1 2014 through May 31 2015, twenty two (22) agencies submitted 236,474 citations electronically. As of this report date, three (3) more agencies (Las Vegas Metropolitan Police Department and Esmeralda and Mineral County Sheriff's Offices) were completed, bringing the total number of agencies submitting electronically to twenty-five (25) before September 30, 2015. With expressions of interest from the Henderson Police Department (in process), Pershing County Sheriff's Office, Capitol Police (in process) and Walker Tribal Police, Nevada expects to

	increase the number of agencies participating to twenty nine (29) of the thirty six Nevada LEA's by December 31, 2016 with the implementation of Reno Police Department and the Elko Police Department to be completed by September 30, 2016. When these are completed it will account for an estimated 94% -97% of all Nevada citations issued.	
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method A review of the citation data uploaded to AOC was conducted to establish the completeness of citation records. The measurement was calculated by reporting on the number of citations posted to the citation database. The method described below will be used to compare the current year's figures to previous year's figures: Query all citations uploaded to AOC from April 1, 2014 to March 31, 2016 and identify the number of law enforcement agencies submitting electronic citation data based on selection. There are 36 law enforcement agencies conducting traffic enforcement on a regular basis in Nevada. The percentage of reporting agencies have increased to 81% after the implementation of the mentioned new LEA's onto Brazos by December 31, 2016. An additional measurement which will be reported on is the total number of citations uploaded to AOC.	
Date and Baseline Value for the Measure	<u>Baseline Date</u> Number of Agencies submitting electronic data to AOC – April 1, 2014 to March 31, 2015 Number of citations uploaded to AOC Citation database – April 1, 2014 to March 31, 2015	<u>Baseline Value</u> 22 agencies 236,474
Date and Current Value for the Measure	<u>Current Measurement Date</u> Number of Agencies submitting electronic data to AOC – April 1, 2015 to March 31, 2016 Number of citations uploaded to AOC Citation database – April 1, 2015 to March 31, 2016	<u>Current Measurement Value</u> 23 agencies 290,364

Regional Reviewer's Conclusion	Check one ☐ Measurable performance improvement <i>has</i> been documented ☐ Measurable performance improvement has <i>not</i> been documented ☐ Not sure
If "has not" or "not sure": What remedial guidance have you given the State?	

Baseline Measurement Value	
Number of Law Enforcement Agencies Submitting Violations to NCATS between April 1, 2014 to March 31, 2015	
Agency	Violations
Boulder City PD (PS)	4791
Carson City SO (PS)	5659
Churchill County SO (PS)	305
Clark County ISD (PS)	2668
Douglas County SO (PS)	3543
Elko County SO (PS)	1089
Esmeralda County, NV SO	482
Fallon PD (PS)	762
Lander County (PS)	414
Lincoln County SO (PS)	1792
Mesquite PD (PS)	1859
Nevada Highway Patrol (PS)	176329
North Las Vegas PD ST (PS)	22801
Nye County SO (PS)	2202
Pyramid Lake, NV PD	376
Reno PD (PS)	10
Sparks PD (PS)	1380
Univ. Of Nevada-Reno	517
Washoe County SD (PS)	514

Number of Law Enforcement Agencies Submitting Violations to NCATS between April 1, 2014 to March 31, 2015	
Agency	Violations
Washoe County SO (PS)	8034
West Wendover PD (PS)	255
Winnemucca PD (PS)	692
	TOTAL 236,474
Current Measurement Value	
Number of Law Enforcement Agencies Submitting Violations to NCATS between April 1, 2015 to March 31, 2016	
Agency	Violations
Boulder City PD (PS)	4065
Carson City SO (PS)	5433
Churchill County SO (PS)	272
Clark County ISD (PS)	3047
Douglas County SO (PS)	5322
Elko County SO (PS)	3190
Esmeralda County, NV SO	2934
Fallon PD (PS)	758
Humboldt County, NV SO	320
Lander County (PS)	603
Las Vegas Metro PD (PS)	60513
Lincoln County SO (PS)	1483

Number of Law Enforcement Agencies Submitting Violations to NCATS between April 1, 2015 to March 31, 2016	
Agency	Violations
Lyon County SO (PS)	295
Mesquite PD (PS)	2840
Mineral County SO (PS)	1080
Nevada Highway Patrol (PS)	160235
North Las Vegas PD ST (PS)	19279
Nye County SO (PS)	4535
Pyramid Lake, NV PD	676
Sparks PD (PS)	2920
Univ. Of Nevada-Reno	837
Washoe County SD (PS)	500
Washoe County SO (PS)	8052
West Wendover PD (PS)	599
Winnemucca PD (PS)	576
	TOTAL 290,364

Nevada Traffic Records Coordinating Committee (TRCC)

2014-2016 STRATEGIC PLAN (Approved at October 2014 TRCC Meeting)

1. Design interface standards between Las Vegas Metropolitan and Henderson Police Departments and NCATS repository to provide linkage for automated push of crash data to NCATS repository to improve timeliness and integration of crash data. Performance Measure: Increase number of agencies providing crash data through automated linkage from zero to two by end of FFY 2016.
2. Develop and implement department-wide roadway data system at NDOT to improve completeness of data.
3. Design interface standards between DMV and NCATS repository to provide linkage to driver, vehicle and financial responsibility data for DMV records to improve integration of crash data. Performance Measure: Increase percentage of crash records containing required data submitted electronically to DMV from zero to 50% by end of FFY 2016.
4. Design interface standards between EMS and NCATS repository to provide linkage to pre-hospital injury data to improve integration and completeness of crash data. Performance Measure: Increase direct electronic linked data fields from zero to five by end of FFY 2016

Recommendations from 2005 Traffic Records Assessment (Addressed at October 2014 TRCC meeting. There has not been a TRCC meeting to address new recommendations from 2010 Traffic Records Assessment as of time of HSP)

Crash Records System

- Establish inter-agency agreement on the crash data custodial responsibilities. Pending clarification by law, the stakeholders need to agree on who will fulfill the critical management functions and serve in an official capacity. The executive committee of the TRCC should be asked to formally endorse whatever agreement is reached. **STATUS: Addressed - Some Progress**
 - This was never established by inter-agency agreement. Assembly Bill 21 (AB-21) of the 2013 Legislature was proposed address this in statute. The bill language was changed at the last minute and failed to clarify crash data custodial responsibility.
 - An informal agreement has been reached between NDOT and DPS, but needs to be formally addressed by TRCC and TREC.
 - Progress will be demonstrated by developing inter-agency agreement.
- Consolidate the NDOT and DPS crash databases into one. Ideally, the consolidation will include sharing of resources, and result in a data file that meets the needs of all key users (especially DPS and NDOT). **STATUS: Addressed - Some Progress**
 - Currently, NCATS Repository is still a "staging area" for crash data before it is replicated in NDOT environment. Project has been implemented to simultaneously load DPS and NDOT environments to reduce the time needed to get data to NDOT for analysis while using DPS environment to share data with other users. Legislative

attempts to consolidate into one repository have been unsuccessful

- Progress will be demonstrated by formally developing inter-agency agreement regarding this repository structure.

- Establish the formal Quality Control Program as recommended in 2005.

Assign this task to the designated crash file custodian. **STATUS: Unknown /**

Not Defined

- Traffic Records Coordinator has found do documentation showing this recommendation was addressed. Traffic Records Coordinator will research and seek guidance from TRCC regarding this issue.
- Progress will be demonstrated by formally developing quality control program(s) at NDOT and DPS.

- Enable use of the CARE tool/software to analyze Nevada crash data for problem identification and provide it to State, local, and other traffic safety professionals, and the public. **STATUS: Not Addressed - Concerns about**

Feasibility and / or Implementation

- NDOT initiated use of CARE, but it became too cumbersome, requiring outside contractor to implement and manipulate data. NDOT has plan to implement similar "dashboard" via web for use by outside agencies/public.
- Southern Regional Transportation Commission (Clark County) is using WEBCARE tool but is also planning on other options as they have not found it to be effective.
- No specific timelines exist for either plan.

Integration

- Task the TRCC to develop a data access recommendation to records custodians recognizing the legitimate research uses of sensitive data.

STATUS: Not Addressed - Never Reviewed / Considered

- Make merged datasets accessible to a broader user community, potentially to include full public access to redacted data. **STATUS: Not Addressed - Never Reviewed / Considered**

Statewide Injury Surveillance System

- Obtain executive level support for data collection needs in the SWISS reporting systems. **STATUS: Addressed - Some Progress**
 - TRCC now has regular members from State EMS office and new participants from Washoe County Health District and University of Nevada School of Medicine which should contribute to this recommendation
 - Progress will be demonstration by determining data collection needs in SWISS and setting performance measures from baseline data
- Support implementation of electronic reporting systems for all SWISS components, as the systems are in production and are awaiting implementation. **STATUS: Unknown / Not Defined**
 - Traffic Records Coordinator will check with State EMS representative for progress.
- Recruit members from SWISS components onto the TRCC and encourage their involvement in strategic planning. **STATUS: Addressed - Completed**

- Executive Level TRCC recruited representation for EMS outside of State agencies, and successfully added Regional Emergency Medical Services Authority (REMSA) of Washoe County.
- Technical Level has representation from State EMS as well as Washoe County Health District and University of Nevada School Of Medicine

Roadway Information

- Provide the vision, resources, and policy direction for the development and implementation of a department-wide roadway data system. **STATUS:**

Addressed – Significant Progress

- NDOT has almost fully implemented this project. State roads have been mapped and inventoried. Plans are in place to do local roads in the near future.
- Delegate authority for the development and implementation of the department-wide roadway enterprise system in the NDOT. **STATUS: Addressed – Completed**
 - NDOT has almost fully implemented this project. State roads have been mapped and inventoried. Plans are in place to do local roads in the near future.

Strategic Planning

- Charge the TRCC with the development of a new Strategic Plan for Traffic Records Improvement addressing the deficiencies and recommendations in this Traffic Records Assessment. (Before this can occur an executive committee must be reconstituted with clear lines of authority to the TRCC.) **STATUS: Addressed – Completed**
 - In 2010, the Nevada Executive Committee on Traffic Safety (NECTS) was designated at the Executive Level TRCC. In January 2013, the Technical Level TRCC charter was modified to identify clear line of authority to Executive Level TRCC.
 - The TRCC Strategic Plan now includes recommendations from most recent Traffic Records Assessment.

- Use an objective facilitator to conduct workshops with the TRCC members to ensure their participation and input to issues to be addressed and the priority order of the issues selected for action. **STATUS: Addressed - Completed**
 - Traffic Records Coordinator from Office of Traffic Safety serves as staff for TRCC and is not a voting member of the TRCC.

- Assure that the compatibility and continuity between the Traffic Records Strategic Plan, the Highway Safety Plan, and the Traffic Records Assessment, in addition to the Strategic Highway Safety Plan, is part of the strategic planning process. **STATUS: Addressed - Completed**
 - TRCC members participate actively in Critical Emphasis Areas for SHSP planning as well as participating in Traffic Records Assessments

Driver and Vehicle Records

- Participate actively in the Traffic Records Coordinating Committee and as a participant and stakeholder in the crash records project (.e.g., designing interface standards between DMV systems and the new crash/citation system). **STATUS: Addressed – Some Progress**
 - DMV has a representative on Technical Level TRCC who began meeting with Traffic Records Coordinator on interface with NCATS.
 - Performance measure would be the successfully implementing a data sharing interagency agreement between DMV and NCATS repository agency during FFY2014, with further goal of beginning data integration.
- Work through the TRCC with the Administrative Office of the Courts and individual courts to automate the process of receiving conviction information from all courts in Nevada **STATUS: Addressed – Some Progress**
 - Current project involves integrating Brazos citation data to push into AOC database for electronic submittal to courts of jurisdiction. Separate long-term project in place to collect adjudication data back from the 30+ courts served by AOC for data services. 60+ additional courts have their own data repositories and will need to be addressed in a separate project or projects.
 - Integration with DMV will be a measure of success for this recommendation.
- Support efforts to create a citation tracking system to track tickets from issuance to disposition to reduce the incidence of inconsistent commercial vehicle data and assess the enforcement process. **STATUS: Addressed – Some Progress**
 - As progress is made on integration citation data in general, the inclusion of commercial vehicle data will be part of the project, as CMV citations

and crashes are identified in the Brazos electronic data collection application.

- Work to provide linkage to crash systems to allow pulling of driver and vehicle data for automated entry into those systems and to automate the processes of receiving crash and financial responsibility data for DL records and DMV processing. **STATUS: Not Addressed - Time Constraints / Competing Commitments**

- No substantive progress has been made due to being behind schedule with development/implementation of electronic data collection on the front end. The State is cautiously optimistic that progress can be made to allow more dedication to back end issues in FFY 2016.

Citation and Adjudication Records

- Form a multi-agency working group to develop a project plan with the objective of creating the infrastructure for a total electronic citation process that provides for a citation to be electronically generated, submitted to the court, entered into the court's case management system, and, for all convictions, sent to the driver history file. **STATUS: Addressed - Some Progress**
 - The project with Brazos Technology includes electronic generation and submission of citations through a web interface. Entering of data into 30+ court's CMS is being addressed through the AOC. Some individual large courts (Las Vegas Justice and Municipal Courts as well as North Las Vegas Justice and Municipal Courts) have independent integration from Brazos into their CMS. The AOC is also working on an interface with the courts they serve to send adjudication data back to the DMV from courts of jurisdiction.

- Formation of a working group to more fully flesh out this process statewide has not taken place.
- Continue expansion of the Nevada Courts' System (NCS) case management system project housed at the AOC. Expand electronic transfer of data throughout the system. **STATUS: Addressed - Some Progress**
 - As mentioned in prior recommendation update, some progress has been made for electronic transfer of data amongst the 30+ courts receiving IT services from AOC. Political challenges due to decentralized court system in Nevada create issues regarding expanding beyond courts which don't choose to participate in AOC programs.

Traffic Records Coordinating Committee

- Ensure executive level support for the NCATS Modernization Project. While the TRCC can effectively deal with project level issues, changes, etc., there will be occasions where a decision will require the ability to commit agency resources or reach a formal agreement between agencies. Defining the process and getting their buy-in before problems arise will expedite resolution. This executive level support is not only important at the program level but is crucial at the project level. **STATUS: Addressed - Significant progress**
 - In April of 2012, at the direction of DPS Director, the NCATS Modernization Board of Governance was created. The Board is composed of law enforcement representatives of executive rank (Captain or higher) as well as similar representation from NDOT. The Board makes decisions regarding the NCATS Modernization project when the issue at hand will affect all users of the Brazos solution. These issues are primarily related to the crash data collection solution, as citation is customizable by agency through Brazos

- Designate the Nevada Executive Committee on Traffic Safety to perform the duties of the Traffic Records Executive Committee to provide the oversight, policy direction and authority for project approvals that are vested in an Executive Level TRCC. **STATUS: Addressed - Completed**
 - In 2010, the NECTS accepted responsibility of the Executive Level TRCC (TREC). TREC is on the agenda of every meeting of NECTS. Agenda items may require action by the NECTS, or may just be a presentation by Technical Level TRCC chair regarding the activities of the group.
- Diversify the TRCC membership to insure a balance among all safety partners. Further, the meeting agendas need to include other topics beyond NCATS business to foster more interest and encourage participation from other partners **STATUS: Addressed – Significant Progress**
 - While the Technical Level TRCC still has majority law enforcement representation, there is regular attendance and representation by NDOT, DMV, State EMS and AOC.
 - Integration of the Traffic Records Assessment recommendations into the TRCC Strategic Plan should help mitigate this situation regarding expansion of projects into areas outside of law enforcement data collection.

Brian Sandoval
Governor



James M. Wright
Director

Jackie Muth
Deputy Director

Director's Office

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

DATE: June 23, 2016

TO: Gina Esposito-Salcedo, Regional Administrator
National Highway Traffic Safety Administration Region 8

FROM: James Wright, Governor's Representative for Highway Safety
Department of Public Safety

SUBJECT: Child Restraint Inspection Stations

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

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

Sincerely,

James Wright, Director
Nevada Department of Public Safety

GRADUATED DRIVER LICENSING
(23 U.S.C. 405(g))

Instructions: States must apply for a State graduated driver licensing incentive grant using the application requirements under Part 1300.

☑ PART 8*: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANT

(23 CFR § 1300.26) (* Under Appendix D of Part 1200, State Graduated Driver Licensing Laws application was Part 6.)

[Check the box above **only** if applying for this grant.]

[Fill in **all** applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- Applies prior to receipt of any other permit, license, or endorsement if applicant is younger than 18 years of age: NRS 483.2521 _____ ;
- Applicant must pass vision test and knowledge assessments: NRS 483.330 1(c) _____ ;
- In effect for at least 6 months: NRS 483.2523 1 _____ ;
- In effect until driver is at least 16 years of age: NRS 483.2521 _____ ;
- Must be accompanied and supervised at all times: NRS 483.2801 _____ ;
- Requires completion of State-certified driver education course or at least 50 hours of behind-the-wheel training with at least 10 of those hours at night: NRS 483.2521 1(b) _____ ;
- Prohibition on use of personal wireless communications device: N/A _____ ;
- Extension of learner's permit stage if convicted: N/A _____ ;
- Exemptions from graduated driver licensing law: NRS 483.2521 2 _____ .

Intermediate Stage –

Legal citations:

- Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement: N/A _____ ;
- Applicant must pass behind-the-wheel driving skills assessment: NRS 483.330 (d) _____

- In effect for at least 6 months: [N/A](#) ;
- In effect until driver is at least 17 years of age: [N/A](#) ;
- Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies: [N/A](#) ;
- No more than 1 nonfamilial passenger younger than 21 allowed: [N/A](#) ;
- Prohibition on use of personal wireless communications device: [N/A](#) ;
- Extension of intermediate stage if convicted: [N/A](#) ;
- Exemptions from graduated driver licensing law: [NRS 483.267](#) ;

NRS 483.280 Instruction, restricted instruction and temporary drivers' permits. [Effective until the date on which the Director of the Department of Motor Vehicles notifies the Governor and the Director of the Legislative Counsel Bureau that sufficient resources are available to enable the Department to carry out the provisions of chapter 119, Statutes of Nevada 2015, at page 429.]

1. Any person who is at least 15 1/2 years of age may apply to the Department for an instruction permit. The Department may, in its discretion, after the applicant has successfully passed all parts of the examination administered pursuant to [NRS 483.330](#), other than the driving test, issue to the applicant an instruction permit entitling the applicant, while having the permit in his or her immediate possession, to drive a motor vehicle upon the highways for a period of 1 year when accompanied by a licensed driver who is at least 21 years of age, who has had at least 1 year of licensed driving experience in the type of vehicle for which the permit was issued and who is actually occupying a seat beside the driver, except when the permittee is occupying a motorcycle. The term "licensed driving experience" as used in this subsection does not include driving experience gained under an instruction permit issued pursuant to the provisions of this section.

2. The Department may, in its discretion, issue a temporary driver's permit to an applicant for a driver's license permitting the applicant to drive a motor vehicle while the Department is completing its investigation and determination of all facts relative to the applicant's right to receive a driver's license. The permit must be in the applicant's immediate possession while driving a motor vehicle, and is invalid when the applicant's license has been issued or for good cause has been refused.

3. The Department, upon receiving proper application, may, in its discretion, issue a restricted instruction permit effective for a school year, or for a more restricted period, to an applicant who is enrolled in a drivers' education program which includes practice driving and which is approved by the Department even though the applicant has not reached the legal age to be eligible for a driver's license. The instruction permit entitles the permittee, when the permittee has the permit in his or her immediate possession, to drive a motor vehicle only on a designated highway or within a designated area, but only when an approved instructor is occupying a seat beside the permittee.

[Part 12:190:1941; A 1955, 129; 1956, 203]—(NRS A 1959, 498; [1965, 563](#), [1090](#); [1969, 541](#); [1997, 1523](#); [2001 Special Session, 272](#); [2013, 505](#))

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4. At the time of the issuance of a permit pursuant to this section, the Department shall provide to the permittee information instructing the permittee how to register with the Next-of-Kin Registry pursuant to [NRS 483.653](#) if he or she so chooses.

[Part 12:190:1941; A 1955, 129; 1956, 203]—(NRS A 1959, 498; [1965, 563, 1090](#); [1969, 541](#); [1997, 1523](#); [2001 Special Session, 272](#); [2013, 505](#); [2015, 438](#), effective on the date on which the Director of the Department of Motor Vehicles notifies the Governor and the Director of the Legislative Counsel Bureau that sufficient resources are available to enable the Department to carry out the provisions of chapter 119, [Statutes of Nevada 2015, at page 429](#))

NRS 483.330 Examination of applicants; waiver of examination by Department.

1. The Department may require every applicant for a driver's license, including a commercial driver's license issued pursuant to [NRS 483.900](#) to [483.940](#), inclusive, to submit to an examination. The examination may include:

- (a) A test of the applicant's ability to understand official devices used to control traffic;
- (b) A test of the applicant's knowledge of practices for safe driving and the traffic laws of this State;
- (c) Except as otherwise provided in subsection 2, a test of the applicant's eyesight; and
- (d) Except as otherwise provided in subsection 3, an actual demonstration of the applicant's ability to exercise ordinary and reasonable control in the operation of a motor vehicle of the type or class of vehicle for which he or she is to be licensed.

↪ The examination may also include such further physical and mental examination as the Department finds necessary to determine the applicant's fitness to drive a motor vehicle safely upon the highways. If the Department requires an applicant to submit to a test specified in paragraph (b), the Department shall ensure that the test includes at least one question testing the applicant's knowledge of the provisions of [NRS 484B.165](#).

2. The Department may provide by regulation for the acceptance of a report from an ophthalmologist, optician or optometrist in lieu of an eye test by a driver's license examiner.

3. If the Department establishes a type or classification of driver's license to operate a motor vehicle of a type which is not normally available to examine an applicant's ability to exercise ordinary and reasonable control of such a vehicle, the Department may, by regulation, provide for the acceptance of an affidavit from a:

- (a) Past, present or prospective employer of the applicant; or
- (b) Local joint apprenticeship committee which had jurisdiction over the training or testing, or both, of the applicant,

↪ in lieu of an actual demonstration.

4. The Department may waive an examination pursuant to subsection 1 for a person applying for a Nevada driver's license who possesses a valid driver's license of the same type or class issued by another jurisdiction unless that person:

- (a) Has not attained 21 years of age, except that the Department may, based on the driving record of the applicant, waive the examination to demonstrate the applicant's ability to exercise ordinary and reasonable control in the operation of a motor vehicle of the same type or class of vehicle for which he or she is to be licensed;
- (b) Has had his or her license or privilege to drive a motor vehicle suspended, revoked or cancelled or has been otherwise disqualified from driving during the immediately preceding 4 years;
- (c) Has been convicted of a violation of [NRS 484C.130](#) or, during the immediately preceding 7 years, of a violation of [NRS 484C.110](#), [484C.120](#) or [484C.430](#) or a law of any other jurisdiction that prohibits the same or similar conduct;
- (d) Has restrictions to his or her driver's license which the Department must reevaluate to ensure the safe driving of a motor vehicle by that person;
- (e) Has had three or more convictions of moving traffic violations on his or her driving record during the immediately preceding 4 years; or
- (f) Has been convicted of any of the offenses related to the use or operation of a motor vehicle which must be reported pursuant to the provisions of Parts 1327 et seq. of Title 23 of the Code of Federal Regulations relating to the National Driver Register Problem Driver Pointer System during the immediately preceding 4 years.

[Part 17:190:1941; A 1943, 268; 1943 NCL § 4442.16]—(NRS A 1963, 481, 843; [1969, 543](#); [1985, 570](#); [1987, 448](#), [1309](#), [1318](#); [1991, 999](#); [1995, 111](#); [1997, 61](#); [1999, 3408](#); [2005, 130](#); [2007, 2784](#); [2009, 2021](#); [2013, 505](#))

NRS 483.2521 Drivers who are 16 or 17 years of age: Prerequisites to issuance of license.

1. The Department may issue a driver's license to a person who is 16 or 17 years of age if the person:

(a) Except as otherwise provided in subsection 2, has completed:

(1) A course in automobile driver education pursuant to [NRS 389.090](#); or

(2) A course provided by a school for training drivers which is licensed pursuant to [NRS 483.700](#) to [483.780](#), inclusive, and which complies with the applicable regulations governing the establishment, conduct and scope of automobile driver education adopted by the State Board of Education pursuant to [NRS 389.090](#);

(b) Has at least 50 hours of supervised experience in driving a motor vehicle with a restricted license, instruction permit or restricted instruction permit issued pursuant to [NRS 483.267](#), [483.270](#) or [483.280](#), including, without limitation, at least 10 hours of experience in driving a motor vehicle during darkness;

(c) Submits to the Department, on a form provided by the Department, a log which contains the dates and times of the hours of supervised experience required pursuant to this section and which is signed:

(1) By his or her parent or legal guardian; or

(2) If the person applying for the driver's license is an emancipated minor, by a licensed driver who is at least 21 years of age or by a licensed driving instructor,

↳ who attests that the person applying for the driver's license has completed the training and experience required pursuant to paragraphs (a) and (b);

(d) Submits to the Department:

(1) A written statement signed by the principal of the public school in which the person is enrolled or by a designee of the principal and which is provided to the person pursuant to [NRS 392.123](#);

(2) A written statement signed by the parent or legal guardian of the person which states that the person is excused from compulsory attendance pursuant to [NRS 392.070](#);

(3) A copy of the person's high school diploma or certificate of attendance; or

(4) A copy of the person's certificate of general educational development or an equivalent document;

(e) Has not been found to be responsible for a motor vehicle crash during the 6 months before applying for the driver's license;

(f) Has not been convicted of a moving traffic violation or a crime involving alcohol or a controlled substance during the 6 months before applying for the driver's license; and

(g) Has held an instruction permit for not less than 6 months before applying for the driver's license.

2. If a course described in paragraph (a) of subsection 1 is not offered within a 30-mile radius of a person's residence, the person may, in lieu of completing such a course as required by that paragraph, complete an additional 50 hours of supervised experience in driving a motor vehicle in accordance with paragraph (b) of subsection 1.

(Added to NRS by [2005, 2306](#); A [2013, 2463](#); [2015, 1630](#))

NRS 483.2523 Drivers who are 16 or 17 years of age: Restriction on transporting certain passengers under 18 years of age during initial period of licensure; penalty; nature of violation.

1. A person to whom a driver's license is issued pursuant to [NRS 483.2521](#) shall not, during the first 6 months after the date on which the driver's license is issued, transport as a passenger a person who is under 18 years of age, unless the person is a member of his or her immediate family.

2. A person who violates the provisions of this section:

(a) For a first offense, must be ordered to comply with the provisions of this section for 6 months after the date on which the driver's license is issued.

(b) For a second or subsequent offense, must be ordered to:

(1) Pay a fine in an amount not to exceed \$250;

(2) Comply with the provisions of this section for such additional time as determined by the court; or

(3) Both pay such a fine and comply with the provisions of this section for such additional time as determined by the court.

3. A violation of this section:

(a) Is not a moving traffic violation for the purposes of [NRS 483.473](#); and

(b) Is not grounds for suspension or revocation of the driver's license for the purposes of [NRS 483.360](#).

(Added to NRS by [2005, 2307](#); A [2007, 644](#))

**NON-MOTORIZED SAFETY
(23 U.S.C. 405(h))**

Instructions: States must apply for a non-motorized safety grant using the application requirements Part 1300.

☒ **PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)**

*[Check the box above **only** if applying for this grant.]*

*[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]*

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1200.27(d) in the fiscal year of the grant.

**DISTRACTED DRIVING
(23 U.S.C. 405(e))**

Instructions: States must apply for a distracted driving grant using the application requirements under Part 1300.

PART 6*: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)

(* Under Appendix D of Part 1200, Distracted Driving grant application was Part 4.)

[Check the box above **only** if applying for this grant.]

[Fill in **all** blanks under the checked box.]

☐ **Comprehensive Distracted Driving Grant**

- The State provides sample distracted driving questions from the State's driver's license examination in HSP page or attachment # _____.
- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving: _____;
- Definition of covered wireless communication devices: _____;
- Minimum fine of at least \$25 for an offense: _____;
- Exemptions from texting ban: _____.

- **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving: _____;
- Definition of covered wireless communication devices: _____;
- Minimum fine of at least \$25 for an offense: _____;
- Exemptions from youth cell phone use ban: _____.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

Special Distracted Driving Grant for Fiscal Year 2017

- The State's basic text messaging statute applying to drivers of all ages was enacted on 11/01/2011 and last amended on 11/01/2013, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Basic text messaging statute: NRS 484B.165: Using handheld wireless communications device to type or enter text, send or read data, engage in nonvoice communication or engage in voice communications without use of hands-free device is unlawful ;
 - Primary or secondary enforcement: Primary enforcement
- The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.