

Annual Performance Report

FFY 2015

zero[®]
Fatalities

Drive Safe Nevada



October 1, 2014 - September 30, 2015

ANNUAL PERFORMANCE REPORT

FEDERAL FISCAL YEAR 2015

Prepared by Nevada Department of Public Safety, Office of Traffic Safety (DPS-OTS)

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2014 NEVADA TRAFFIC SAFETY FACTS

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014*
Fatalities (Actual)	395	427	432	373	324	243	257	246	258	266	291
Fatality Rate per 100 Million VMT	1.95	2.06	1.97	1.68	1.56	1.15	1.16	1.10	1.15	1.18	1.02
Serious Injuries	1,595	1,689	2,011	1,930	1,558	1,412	1,328	1,219	1,099	1,189	1,209
Fatalities Involving Driver or Motorcycle Operator w/>.08 BAC	112	135	144	118	106	69	69	70	85	79	76
Unrestrained Passenger Vehicle Occupant Fatalities	123	140	147	124	100	79	77	65	63	62	77
Speeding Related Fatalities	135	160	159	97	93	94	81	76	102	87	100
Motorcyclist Fatalities	52	56	50	51	59	42	48	41	43	57	63
Unhelmeted Motorcyclist Fatalities	6	8	9	7	15	2	10	5	10	7	10
Drivers Age 20 or Younger Involved in Fatal Crashes	53	65	70	66	50	37	23	26	35	30	36
Pedestrian Fatalities	62	64	51	52	56	35	36	47	59	69	72
Observed Seat Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	87%	95%	91%	92%	91%	90%	93%	94%	91%	94%	94%
Seat Belt Citations Issued During Grant-Funded Enforcement Activities				1,742	6,762	3,692	5,463	5,757	4,413	2,795	3,210
Impaired Driving Arrests Made During Grant-Funded Enforcement Activities				504	494	1,014	832	554	1,226	996	720
Speeding Citations Issued During Grant-Funded Enforcement Activities				7,752	15,345	19,561	16,612	14,863	14,422	12,124	23,964

*Unofficial data.

OFFICE OF TRAFFIC SAFETY (OTS)

Mission

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

Performance Goals

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

Performance Measure

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

Performance Objective

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

- Decrease motor vehicle fatalities from the 2008-2012 five-year average of 266 by three percent to the projected 2011-2015 number of 258 by December 31, 2015.
- Decrease serious injuries from the 2008-2012 five-year average of 1,378 by three percent to the projected 2011-2015 number of 1,170 by December 31, 2015.

Actual Performance

- Fatalities totaled 266 people on Nevada roadways in 2013, which is a two percent increase from 262 in 2012. Unofficial data indicate that 291 fatalities occurred in 2014, a nine percent increase over 2013.
- Serious injuries totaled 1,189 in 2013, up two percent from 1,162 in 2012. Unofficial data indicate that 1,209 people were seriously injured in 2014, up two percent from 2013.

Nevada Traffic Fatalities

Year	Motor Vehicle	Motorcycle	Pedestrian	Bicyclists	Other	Total
2005	283	56	63	10	15	427
2006	312	50	51	10	9	432
2007	254	51	52	10	6	373
2008	196	59	56	7	6	324
2009	150	42	35	7	9	243
2010	163	45	41	6	4	259
2011	151	40	47	4	4	246
2012	155	43	59	3	2	262
2013	131	54	69	7	5	266
2014*	147	55	72	8	9	291

*Unofficial data.

Nevada Serious Injuries, 2009-2014

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

*Unofficial data.

Total Fatalities per 100,000 Population

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

*Unofficial data.

Program Funding

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

This report outlines the results of the FFY 2015 Highway Safety Plan.

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

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

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

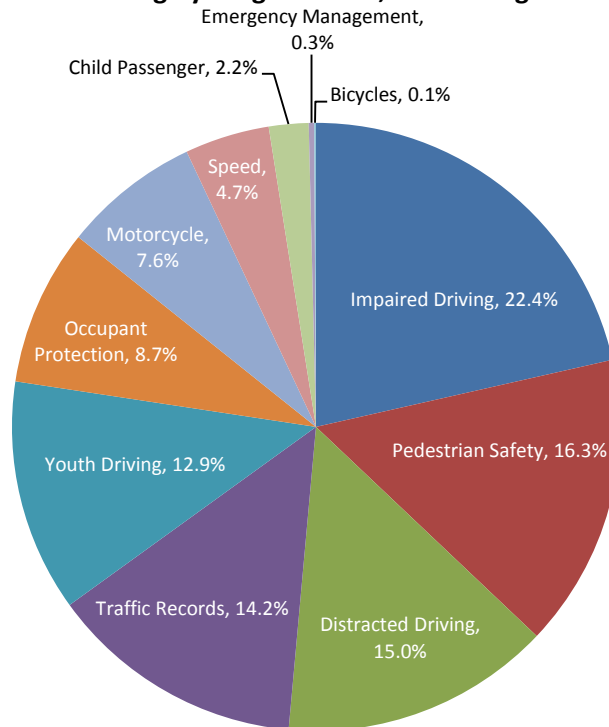
- Traffic Records
- Distracted Driving
- Youth Driving
- Speed
- Motorcycle Safety
- Child Safety
- Bicycle Safety

Funding from the federal government is provided by the National Highway Traffic Safety Administration (NHTSA) in accordance with the Highway Safety Act of 1966. The funding for programs conducted in FFY 2015 was appropriated from the *Moving Ahead for Progress in the 21st Century* or MAP-21 Transportation Act. MAP-21 includes several funding programs that specifically address behavioral highway safety problem areas. DPS-OTS is currently operating on continuing resolutions of MAP-21 funding in FFY 2016.

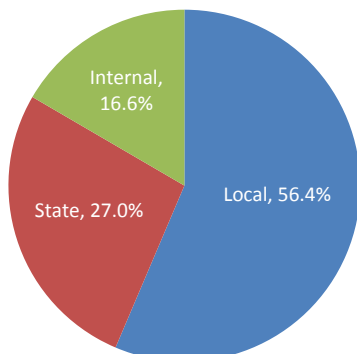
In 2015, Nevada qualified for MAP-21 grants to address Impaired Driving (Section 405(d)), Traffic Records and Data (Section 405(c)), Motorcycle Safety (Section 405(f)), and Occupant Protection (Section 405(b)). Funds for 2015 also consisted of SAFETEA-LU awards carried forward from prior grant years, matching State Highway Funds, and new MAP-21 awards. NDOT's two-year monetary award to DPS-OTS (2014-2015) from their Highway Safety Improvement Plan (HSIP) funds continued to support and enhance SHSP strategies in FFY 2015.

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

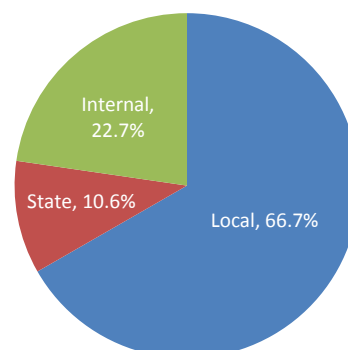
Total Funding by Program Area, All Funding Sources



Share to Local, State and Internal for All Funding Sources



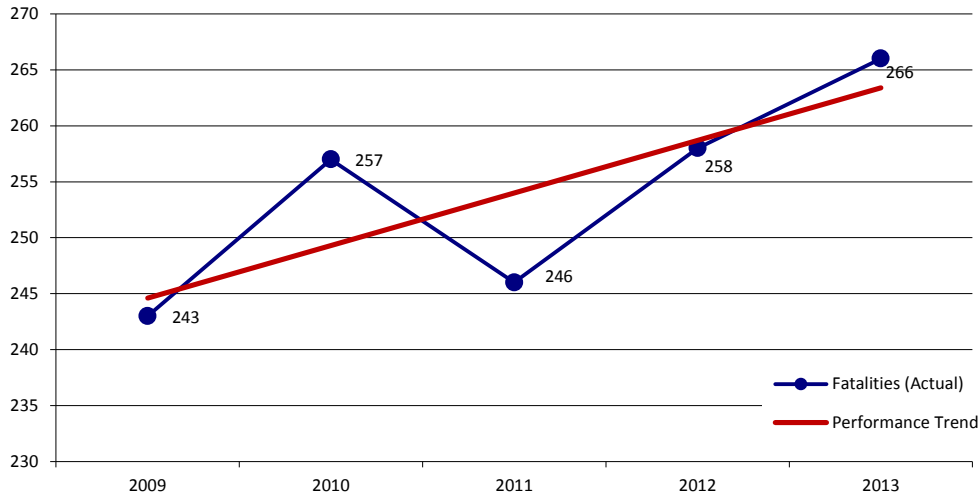
Share to Local, State and Internal for 402 Funding Only



Performance Measures

Rules established by NHTSA allow states to identify problems and funding needs in each of the nationally designated program priority areas. State Highway Safety Offices (SHSOs) have the flexibility to identify additional program areas from their data, along with the amount of funding allocated to each. Nevada utilizes this flexibility in working with its SHSP partners toward achieving its goal of 'Zero Fatalities.' The projects chosen for funding in FFY 2015 included strategies from the SHSP's five critical emphasis areas and their results are detailed on the following pages. (For more on the SHSP, please log on to www.zerofatalitiesnv.com).

PERFORMANCE MEASURE 1: TRAFFIC FATALITIES



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

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

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

FY 2015 Performance Target: Decrease motor vehicle fatalities from the 2008-2012 five-year average of 266 by three percent to the projected 2011-2015 number of 258 by December 31, 2015.

Actual Performance: The five-year average for Nevada fatalities in years 2009-2013 was 255.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
402	\$1,173,555.80	\$971,302.07
405(b)	\$282,526.16	\$268,148.19
405(d)	\$671,135.00	\$562,050.61
154	\$100,141.89	\$0.00
NDOT-21	\$3,963,538.75	\$3,113,657.02
Total	\$6,190,897.60	\$4,915,157.89

Related Projects

TS-2015-NVOTS 658-00022 – Nevada Office of Traffic Safety – NV Joining Forces, High-Visibility Enforcement Events

Funding Sources: 402, 405(b), 405(d), 154, NDOT-21

Budget: \$1,943,476.07

Obligation Percentage Spent: \$1,804,847.83, 93%

Joining Forces is an internal Nevada Department of Public Safety, Office of Traffic Safety grant that is then sub-granted out to law enforcement agencies to conduct specific enforcement events covering the six Critical Emphasis Areas (CEA): Impaired Driving, Seat Belts, Speed, Distracted Driving, Pedestrian Safety and Motorcycle Safety. Nevada has 36 law enforcement agencies statewide, and of those, 24 agencies participated this year, covering 95 percent of the state. During 15 scheduled events and two special pedestrian events, many important citation categories improved from FFY 14 to FFY 15, such as speed, pedestrians at fault, drivers at fault, cell phones, other distracted driving and reckless driving, while the number of stops increased by 1,071. During the 17 events in FFY 15, 73,615 citations were issued for a variety of violations. Following is the breakdown of citations written:

Category	FFY 2014	FFY 2015
DUI	720	491
Seat Belt	3,210	2,245
Child Seat	438	316
Speed	23,964	24,955
Pedestrian at Fault	416	1,210
Driver at Fault	1,299	1,210
Cell Phone Use	5,238	5,696
Drug Arrest	212	155
Other Distracted Driving	128	146
Felony Arrest	121	121
Recovered Stolen Vehicle	15	14
Fugitive	299	259
Suspended/Revoked License	1,080	988
Driver's License Other	3,630	3,312
Registration Violation	4,141	3,852
Equipment Violation	1,733	1,269
No Insurance	6,338	5,449
Reckless Driving	124	144
Red Light Running	1,614	1,465
Failure to Yield	1,261	1,048

All Other Citations	4,615	3,711
Warnings	13,361	14,963
Number of Stops	60,562	61,633

During the grant cycle October 1, 2014 through September 30, 2015, 34,400 hours were worked covering the 15 scheduled events plus the two special pedestrian events. All 24 agencies participated in the required two Click It Or Ticket (CIOT) and one Impaired Drivers/Riders events. Most agencies participated in all 15 events with the smaller agencies covering as many as possible.

Agency	Co-op Events	Regular Hours	Overtime Hours
Boulder PD	14	0	756.25
Carson City Sheriff's Office	6	249	700
Douglas County Sheriff's Office	10	50	1023
Elko Sheriff's Office	10	0	508
Henderson PD	14	793	2,123
Lander County Sheriff's Office	3	107	142.25
Las Vegas Metro PD	15	690	3,633.3
Lincoln County Sheriff's Office	8	87	385.5
Lyon County Sheriff's Office	15	554	1,176
Mesquite PD	12	104.5	982
Mineral County Sheriff's Office	7	67.5	528.5
NHP – Northeast Command	15	6,541	2,121.8
NHP – Northwest Command	16	1,039	2,516.5
NHP – Southern Command	12	1,468	3,172.9
North Las Vegas PD	6	306.5	1,959
Nye County Sheriff's Office	3	22	358.5
Reno PD	14	253.5	896.5
Sparks PD	16	0	1,446
University of Nevada, Reno PD	9	0	88.5
Washoe County School District PD	1	0	49
Washoe County Sheriff's Office	15	316	1,421
West Wendover PD	2	44	143
White Pine County Sheriff's Office	6	490	633.3
Winnemucca PD	1	336	119
Total	230	13,518	26,882.8

TS-2015-NVOTS 658-00071 – Nevada Office of Traffic Safety – Program Management: Distracted Driving, Pedestrian Safety and Lane Departures

Funding Source: NDOT-21

Budget: \$142,992.00

Obligation Percentage Spent: \$77,800.80, 54%

This project provided funding for the Nevada Office of Traffic Safety (OTS) to cover staff time and operational needs of OTS that relate directly to planning, developing, coordinating, conducting, monitoring, evaluating and auditing of all projects within their multiple traffic safety program areas during the FFY 15 grant year. The funds provided were used for direct program management and direct costs incurred for the programs by professional and administrative staff that relate to work on projects within pedestrian, distracted driving, and speeding-related program areas.

TS-2015-NVOTS 658-00072 – Nevada Office of Traffic Safety – Planning and Administration (P&A)

Funding Source: 402

Budget: \$351,555.80

Obligation Percentage Spent: \$226,131.33, 64%

This project funded a portion of the Office of Traffic Safety's administrative staff salary, as well as a smaller portion for the Highway Safety Coordinator, Assistant Highway Safety Coordinator and Management Analyst (Fiscal Officer) position salaries and general operating costs such as ink cartridge purchases for printers. When a cost can be tied directly to a program such as Impaired Driving or Seat Belts, then it is charged to the relevant program instead of Planning and Administration.

TS-2015-NVOTS 658-00074 – Nevada Office of Traffic – Professional Development

Funding Source: 402

Budget: \$35,000.00

Obligation Percentage Spent: \$23,347.34, 67%

This project was a resource for Office of Traffic Safety staff and other Nevada traffic safety partners to attend or participate in conferences, training, courses or similar events that enhance their knowledge and skills to combat traffic fatalities and serious injuries. No travel or similar continuing education budgets were supplanted via this project.

TS-2015-NVOTS 658-00081 – Nevada Office of Traffic Safety – Limited Fixed Deliverable Master (LFD)

Funding Sources: 405(b)

Budget: \$32,526.16

Obligation Percentage Spent: \$26,837.78, 83%

This project provided funding for various Limited Fixed Deliverable (LFD) grants applied for and awarded throughout FFY 2015.

Individual awards of fixed deliverable grant projects allowed for more flexibility and efficiency in achieving deliverable goals. Projects funded include PBT equipment purchases, tint meters, crash and fatal investigation training and other impaired driving tools.

Six sub-grants were awarded through this master LFD. All purchases were made during the grant period and officers have been able to utilize the purchased equipment to find and detain impaired drivers.

Sub-grant	Total Funded	Total Spent
LFD-2015-LVMPD-00019	\$4,978.00	\$4,977.35
LFD-2015-LVMPD-00028	\$4,997.00	\$4,997.00
LFD-2015-MPD-00034	\$2,400.00	\$2,355.93
LFD-2015-MCSO-00035	\$4,645.00	\$4,645.00
LFD-2015-RPD-00038	\$4,977.00	\$4,975.50
LFD-2015-WCSO-00045	\$4,887.00	\$4,887.00
Total	\$26,884.00	\$26,837.78

TS-2015-NVOTS 658-00086 – Nevada Office of Traffic Safety – Public Communication and Media

Funding Sources: 402, 405(d), NDOT-21

Budget: \$3,538,546.86

Obligation Percentage Spent: \$2,700,272.31, 76%

This project provided funding to produce and place priority traffic safety messages, educate motorists and public awareness and outreach activities and events. Areas of focus included seat belt usage, reduction in impaired drivers, pedestrian safety, distracted driving, motorcycle safety and awareness. It also included education and awareness that focused on young, novice drivers. The project included promotional items and educational materials for distribution in appropriate programs and outreach events that reach our priority demographics. Additional materials were developed to educate the motoring public regarding the move over law.

OTS hired a program manager for this project in June to increase coordination between partners. The program manager was with the project through September. Funds to manage this project were allocated to project TS-2015-NVOTS 658-00123.

TS-2015-NVOTS 658-00101 – Nevada Office of Traffic Safety – Public Education and Outreach

Funding Sources: NDOT-21

Budget: \$142,630.99

Obligation Percentage Spent: \$141,892.38, 99%

The Nevada Office of Traffic Safety (OTS) participated in public safety education at community and media partner events throughout the year. OTS, through its communication and media contract, planned and sponsored safety-themed community events that focused on changing specific traffic safety behaviors. Events focused on demographics identified through the problem ID were synchronized with mass media campaign flights.

Some of the originally planned events for 2015 did not transpire, but were replaced with a multitude of other appropriate activities. OTS achieved the largest year ever for outreach and public education/media projects. The media and outreach budgets were larger this year than in years past, and partnerships as well as traffic safety advocates were at an all-time high. Public education events ranged from seven per month to highs of 15.

Partnerships with the University system, media outlets and law enforcement agencies statewide saw higher involvement and greater participation than those in the past.

TS-2015-DPS NHP-00122 – Public Relations & Outreach for Traffic Safety

Funding Sources: NDOT-21

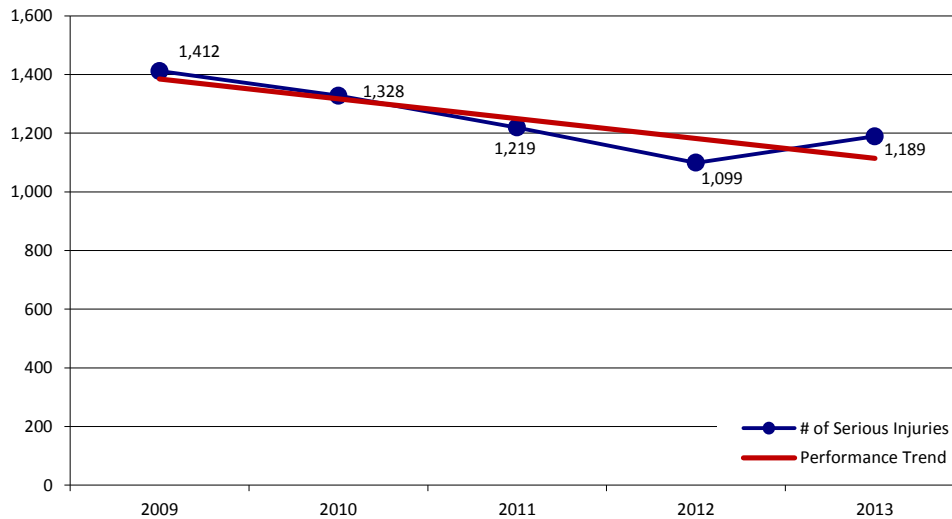
Budget: \$14,170.01

Obligation Percentage Spent: \$14,170.01, 100%

The Nevada Highway Patrol (NHP) participated in Office of Traffic Safety (OTS) events for the months of June through September 2015. During this timeframe, NHP participated in approximately 20 overtime grant-funded events and multiple other in-kind match events. The focus of each event was either impaired or distracted driving, occupant restraint, pedestrian safety or bicycle safety. NHP also participated in Zero teen Fatalities events. The troopers who worked these events gave out promotional items and education materials, led educational presentations and conducted car seat installations. All major events in the Las Vegas valley were

attended by both OTS and NHP personnel, thanks to the funding from this grant. Without this grant, the overtime budget for NHP would not have allowed them to support these events.

PERFORMANCE MEASURE 2: SERIOUS INJURIES IN TRAFFIC CRASHES



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

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

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

FY 2015 Performance Target: Decrease serious injuries from the 2008-2012 five-year average of 1,378 by three percent to the projected 2011-2015 number of 1,170 by December 31, 2015.

Actual Performance: The five-year average for Nevada serious injuries from motor vehicle crashes in years 2009-2013 was 1,250.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
402	\$202,400.88	\$114,552.09
405(b)	\$22,697.33	\$13,817.77
405(c)	\$58,049.00	\$27,962.46
405(d)	\$20,000.00	\$13,146.91
408	\$6,724.76	\$6,724.76
NDOT-21	\$156,380.00	\$131,035.76
Total	\$466,251.97	\$307,239.75

Related Projects

TS-2015-UNR UNSOM-00021 – University of Nevada School of Medicine (UNSOM) Center for Traffic Safety Research: Identifying Risk Taking Behaviors in Vehicular Crashes

Funding Source: NDOT-21

Budget: \$140,888.00

Obligation Percentage Spent: \$116,585.76, 83%

This project allowed the University of Nevada Reno School of Medicine (UNSOM) to expand the statewide vehicular crash and trauma center database to include 2012-2014 data from NDOT, crash records, Nevada trauma records, EMS data and Uniform Hospital Discharge data. It also allows UNSOM to update and maintain the data dictionary for the database, which ensures that the same methodology is used across all years. The grant funded ten percent of salary and benefits for the Principal Investigator who oversees the grant and edits/approves all newsletters and reports, as well as 100 percent of the salary/benefits for the Project Director, responsible for collecting all traffic and crash data and linking it to the database. The grant covers 360 hours of student worker time to assist in research and 40 hours of translator services to assist with efforts in the Hispanic communities. The grant also provided funding for travel to conferences and meetings, maintenance of the website and contract services.

This year the Center for Traffic Safety Research (CTSR) completed IRB submission and received approval to receive 2014 and 2015 data from the Department of Transportation, trauma hospitals and specific EMS and UB04 data. They were able to finish the process of cleaning and coding 2013 crash and trauma data, and were able to attain a 58% linkage rate using their own algorithm. Work will continue to link the remaining data points. The CTSR gained access to NEMSIS for Nevada EMS data to help fill the gap between the crash scene and trauma admission.

The CTSR started a project to investigate if CODES//LinkSolve software would work as an addition to or possible replacement for the currently used linking algorithm. There were numerous issues with CODES attempting to link the 2013 data and more investigation is necessary.

The CTSR was able to assist the Department of Public Safety, Office of Traffic Safety with its NHTSA Traffic Records Assessment by providing data dictionaries for trauma and EMS databases. These dictionaries were updated with several additional data fields that will help to provide further information as time goes on. They also help to provide direct data comparison capabilities for the project.

The Principal Investigator, Dr. Kuhls, made numerous presentations throughout the year on this project and the results. These included the Southern Nevada Injury Prevention Partnership (SNIPP), The Nevada Public Health Association Annual Conference and The Nevada Traffic Safety Summit. Dr. Kuhls also received awards from the Zero Fatalities Strategic Safety Plan and the Vulnerable Road Users groups.

Dr. Kuhls and Project Director Nadia Fulkerson are working with several other medical professionals on projects that use the linked data to help define best medical practices and patient outcomes. As this project moves forward, they are working to integrate Washoe County Nevada's EMS and trauma data and to be able to paint a complete picture of trauma results and expenses in the State of Nevada.

TS-2015-HGHosp-00066 – Humboldt General Hospital – Lifting and Stabilization Project

Funding Source: NDOT-21

Budget: \$15,492.00

Obligation Percentage Spent: \$14,450.00, 93%

This program was funded to provide additional equipment that will enhance the current equipment's capabilities for Humboldt General Hospital Ambulance Rescue (HGH EMS Rescue). At crash scenes responders use struts and jacks to stabilize and, if necessary, lift the vehicle in the process of the extrication of patients. The equipment that they requested funding for includes available accessories that enhance the current struts and jacks, increasing the stabilizing and lifting capabilities. This equipment will provide HGH EMS Rescue better tools to perform their duties and shorten the time required to remove patients that are trapped in the wreckage of these vehicles. The additional equipment also increases the scene safety for rescue personnel.

HGH EMS Rescue responds to over 100 vehicle crashes per year. During these emergency responses crews are faced with a significant amount of difficult circumstances where extended extrication is required to remove patients from the wreckage that entraps them. HGH EMS Rescue provides service to the City of Winnemucca, Humboldt County and portions of surrounding counties covering over 10,000 square miles.

The high amount of vehicle traffic that passes through their community is due to the Interstate 80 corridor from East to West and U.S. Highway 95 from North to South. Another contributing factor for the heavy traffic is the commercial trucks that service the 14 large gold mines in the region. Their ambulance service is the only responding agency in the county that provides emergency extrication at scenes of crashes with entrapment.

This past summer HGH EMS Rescue responded to a 27 vehicle pileup on Interstate 80 with 30 injuries and a fatality. The fatality was in a semi-truck along with another passenger that required extrication that took over two hours. Half of the vehicles in this pileup were commercial semi-trucks. In the past three months they have had two semi-truck crashes that required over two hours for extrication of the drivers. Both of these extrication scenes required them to stabilize and lift the semi-truck because the vehicle had overturned and the patients were trapped underneath of them.

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

TS-2015-NVOTS 658-00073 – Nevada Office of Traffic Safety – Temporary Program and Administrative Resource

Funding Sources: 402, 405(b), 405(c), 405(d), 408

Budget: \$117,371.97

Obligation Percentage Spent: \$58,455.87, 50%

The state of Nevada does not authorize any general funds for the Office of Traffic Safety (OTS). Nevada provides a minimal match from its highway funds, and a small match percentage of the administrator's and admin staff's salaries.

In the last decade, awarded funds have quadrupled and programs and project numbers have doubled, with no additional staff positions or other resources to catch up. Nevada's state budget was very poor in years 2006 through 2012, and required furlough days from its employees, as well as a "no acceptance" of new position requests until the crisis was over.

This project utilized countermeasures in both administering and sub-granting federal pedestrian, distracted driving and communications program funds: All countermeasures listed were pursued via this project, with temporary positions providing both program and administrative assistance for the 2015 Highway Safety Plan.

State legislation did not approve the OTS request for one-and-a-half full time equivalent new positions for the 2016-17 budget year, so this project will continue to be necessary.

TS-2015-NVOTS 658-00080 – Nevada Office of Traffic Safety – Program Management: Communications, Pedestrians, Distracted Driving

Funding Source: 402

Budget: \$162,500.00

Obligation Percentage Spent: \$90,698.12, 56%

The Department of Public Safety, Office of Traffic Safety (OTS) is 100 percent federally funded except for its match requirements. This project provided partial funding for the management and operating costs for the OTS distracted driving, pedestrian and communications programs in the FFY 2015 Highway Safety Plan. This may also include the Nevada Department of Transportation's Highway Safety Improvement Plan (HSIP) monetary awards to OTS (in conjunction with the state's Strategic Highway Safety Plan).

OTS receives a small amount of the state's Highway Safety Funds as partial match, and from Nevada Highway Patrol salaries match. Highway Safety money is allocated annually at approximately \$208K/year, which runs out after the first quarter. OTS does not receive any general funds from the state for its annual budget, except for \$14,999 specifically earmarked for child passenger safety (Performance Measure 12).

Nevada's traffic fatalities experienced both their highest, and lowest, recorded numbers in the last decade (2006: 432 fatalities; 2009: 243 fatalities). OTS professional and support staff work diligently on federal and state programs to continually reduce these numbers. With no state general fund support, OTS relies heavily on federal funding to achieve its Zero Fatalities goal by 2030.

TS-2015-LVMPD-00112 – Crash Reconstruction/Total Robotic Station

Funding Source: 405(c)

Budget: \$30,000.00

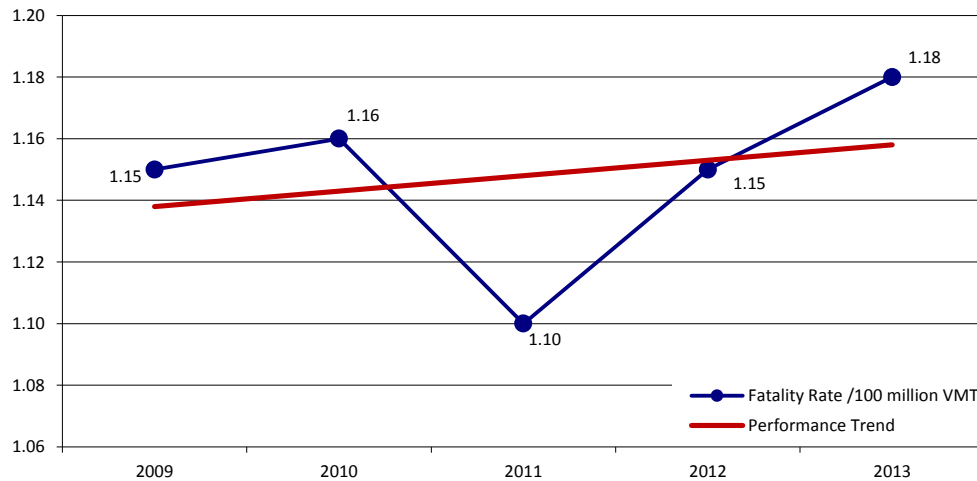
Obligation Percentage Spent: \$27,050.00, 90%

This program was funded to allow the LVMPD Traffic Bureau to purchase a new Sokkia Robotic Total Station to ensure that they are equipped with a reliable Robotic Unit for the investigation of fatal and critical crashes. In 2014, the LVMPD Fatal Detectives used the Sokkia Robotic Station on 175 collision investigations for both fatal and critical injury crashes. These crash scene investigations are critical to the successful prosecution of the offender in all court cases. Of the 175 noted investigations, and an additional 182 investigations in 2013, six were associated with other LVMPD investigative units that involved a vehicle in the commission of a crime.

The LVMPD Traffic Bureau Fatal Detail strives to provide the most accurate and informative collision data possible. The LVMPD is one of the largest police agencies in Southern Nevada and one of the top 10 in the United States for municipalities. In January 2015, the Nevada Office of Traffic Safety (OTS) reported that there were 284 fatalities in Nevada in 2014. Of those, 170 were in Clark County and 92 were within the LVMPD's jurisdiction. Without a complete and accurate use of operable equipment future investigations would possibly be compromised. This robot will be used as a primary investigative tool, replacing the older model which will be kept as a back-up unit.

See also project TS-2015-NVOTS 658-00086 in Performance Measure 1.

PERFORMANCE MEASURE 3: FATALITY RATE PER 100 MILLION VMT



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

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

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

FY 2015 Performance Target: Decrease Nevada's traffic fatality rate per 100M Vehicle Miles Traveled (VMT) from the 2008-2012 five-year average of 1.22 by three percent to the projected 2011-2015 rate of 1.10 by December 31, 2015.

Actual Performance: Nevada's five-year average traffic fatality rate per 100M VMT in years 2009-2013 was 1.15.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
402	\$125,243.00	\$99,062.80
NDOT-21	\$50,000.00	\$48,323.41
Total	\$175,243.00	\$147,386.21

Related Projects

TS-2015-BoR, NSHE, obo UNR-00049 – Board of Regents, Nevada System of Higher Education, obo UNR – 2015 Traffic Safety Community Attitudes Survey

Funding Source: 402

Budget: \$45,243.00

Obligation Percentage Spent: \$40,502.97, 90%

The University of Nevada, Reno's main purpose for this project is to provide public opinion telephone survey data to the Office of Traffic Safety (OTS) regarding the public's attitudes toward key traffic safety issues (e.g., safety belt usage, impaired driving, speeding behavior and distracted driving). OTS will be able to utilize the data and recommendations from the final report for a baseline measure of community attitudes, as well as internal evaluation efforts, traffic safety improvements, programming interventions and media releases to reduce traffic fatalities, injuries and crashes in Nevada, and other community education programs. The Center for Research Design and Analysis has been conducting this community attitudes survey for OTS since 2009 and uses this data for community planning and educational outreach efforts. OTS has detailed a longitudinal comparison using the data collected from 2010 through 2014.

All goals outlined in the project agreement were met for the project period of October 1, 2014 through September 30, 2015. The primary goal of this study is to gather Nevada public opinion data regarding the public's attitudes toward three key traffic safety issues: impaired driving, safety belts and speeding. In addition to the three areas targeted by OTS, collect attitudinal survey data addressing additional priority areas identified by OTS and the National Highway Traffic Safety Administration (NHTSA), such as other driving behavior that could affect driver, passenger and pedestrian safety (e.g., distracted driving).

The project objectives were to collect a total of approximately 600 land line surveys and 200 cell phone surveys from a representative Nevada sample regarding residents' attitudes toward the key issues targeted by OTS (impaired driving, safety belts and speeding). Out of the 819 respondents included in analyses for this report, 222 came from the traditional sample of landline phone numbers and 597 came from the supplementary sample of cell phone numbers. The second objective was to determine statistically significant differences in driver demographics (e.g., driving location, age, gender, socioeconomic status, education level, vehicle type, state issuing driver's license) that may account for differential driving behavior in the Nevada population.

Data collection began on the project in March 2015 and ended in August 2015. There were a total of 819 Nevada residents who completed the survey and whose data were reported in the final report. The overall response rate was 60.1% and the cooperation rate was 71.2%.

TS-2015-NVOTS 658-00087 – Nevada Office of Traffic Safety – SHSP Awards

Funding Source: NDOT-21

Budget: \$50,000.00

Obligation Percentage Spent: \$48,323.41, 97%

The purpose of this project was to coordinate, sponsor and conduct a Traffic Safety Summit/Strategic Highway Safety Plan Awards Event for outstanding traffic safety advocates focused on the critical emphasis areas.

Planning for the Safety Summit began in June 2014. The Safety Summit Planning Committee, made up of representatives from the Nevada Department of Transportation, the Office of Traffic Safety and the consultant team, met once a month until January 2015, then every other week for the three months leading up to the Summit. Action items were successfully tracked and decisions documented through meeting minutes. There was advance planning on the goals of the summit and the summit was held successfully with more interaction among participants than previous summits.

The biggest challenge was that a large group was involved in making decisions on the summit and the particular people on the coordination calls often changed each call, especially early on in the planning process. Decisions were often made without input from the full committee and then had to be discussed again at future meetings. We recommend having a smaller summit committee that makes decisions and then reports out to a larger group at the project's monthly progress meeting.

TS-2015-NVOTS 658-00088 – Nevada Office of Traffic Safety – Law Enforcement Liaison

Funding Source: 402

Budget: \$80,000.00

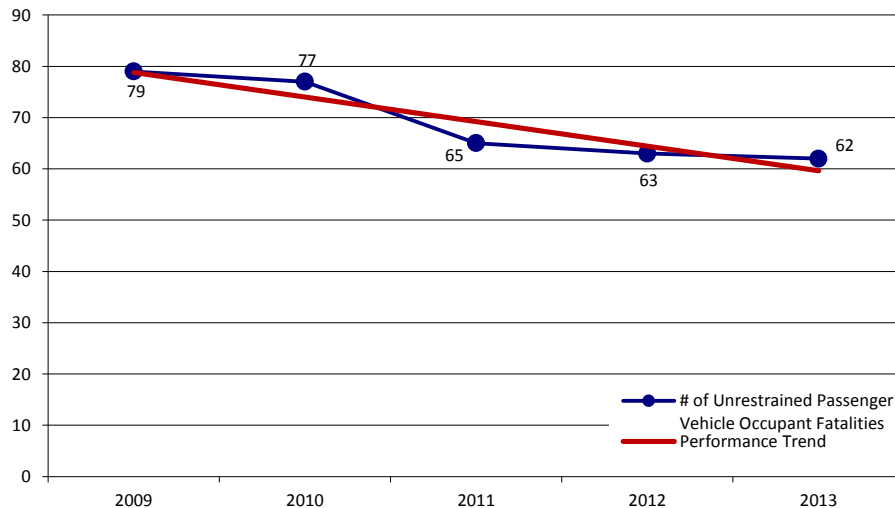
Obligation Percentage Spent: \$58,559.83, 73%

This was an internal project funding the piloting of a Law Enforcement Liaison for Nevada. The project began small in the rural areas and upon success will increase to include the Reno and Las Vegas areas.

The Law Enforcement Liaison (LEL) program is a federally funded highway safety service. The Office of Traffic Safety (OTS) serves as the coordinating agency for the Nevada's LEL program. Nevada is unique in its program as it has a strong and effective Joining Forces program in place. The LEL for Nevada worked closely with all aspects of the Joining Forces program. The Nevada LEL managed and coordinated several different programs and worked diligently with outreach efforts across all programs, including but not limited to: impaired driving, distracted driving and Zero teen Fatalities. The LEL was instrumental in assisting OTS with several training efforts for law enforcement and other partnering agencies.

See also projects TS-2015-NVOTS 658-00022 and 00086 in Performance Measure 1.

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



The Nevada Office of Traffic Safety's Occupant Protection (OP) program addresses the importance of the proper use of seat belts and child restraints in motor vehicles, as well as their interaction with supplemental airbag restraints. The OP program also provides education regarding and awareness of Nevada's occupant protection laws.

Nevada's overall observed daytime seat belt usage rate (front seat, daytime only survey) is well above the national average, but the rate for child seat usage is lower. Although Nevada has a primary child restraint law, the last usage survey showed an average for infants and toddlers using safety restraints at only 55 percent.

University of Nevada Medical Center data show that more than 918 children (ages 0 to 12) were admitted to a Nevada trauma unit from motor vehicle crash injuries from 2005 through 2010. In those instances when restraint use was reported, only 73 percent reported proper restraint use. The average hospital charge for an unrestrained patient was 191 percent higher than that of a restrained patient (\$79,000 vs \$27,000). Restraint use by fatal occupants in motor vehicle crashes is far too low at half of the observed usage rate. With the exception of 2008 (a ten percent decrease from 2007), the restraint usage rate has been within plus or minus two percent of 50 percent of all motor vehicle occupant fatalities using seat belts at the time of the crash.

26 percent of Nevada fatalities for motor vehicle occupants were not wearing a seat belt in 2014. Both the state's population growth and that population's transient nature require uninterrupted efforts to increase seat belt usage rates with habitual non-users and part-time users, as well as educate new residents and visitors about how seat belts save lives.

FY 2015 Target: Decrease unrestrained traffic fatalities from the 2008-2012 five-year average of 73 by three percent to the projected 2011-2015 average of 70 by December 31, 2015.

Actual Performance: Nevada's 2009-2013 five-year average for unrestrained fatalities was 69.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
405(b)	\$304,354.00	\$275,534.53
NDOT-21	\$25,873.00	\$18,999.48
Total	\$330,227.00	\$294,534.01

Related Projects

TS-2015-UNLV-00040 – Board of Regents, Nevada System of Higher Education, obo UNLV – Daytime Seat Belt Usage Surveys

Funding Source: 405(b)

Budget: \$85,064.00

Obligation Percentage Spent: \$73,042.41, 86%

This grant was allowed the Transportation Research Center (TRC) at the University of Nevada, Las Vegas (UNLV) to conduct observational seat belt surveys across the state to determine the rate of seat belt usage. These surveys were conducted before and after the NHTSA "Click It Or Ticket" Campaign in May. The grant funded salary and benefits for the grant coordinator and 50 percent of the salary and benefits for graduate students to work on the project. The grant covered travel for six graduate students to perform data collection across Nevada for the survey. It also included travel to the annual Transportation Research Board meeting in Washington DC.

In October 2014 the TRC continued working on the website to allow for comparison of statewide survey results including charts and graphs to make the information easier to understand. In December 2014 pre- and post-campaign survey dates and locations were determined and NDOT was contacted for permits. Permits were obtained in March 2015 and most pre-campaign surveys were completed in April 2015; 93 out of 117 sites completed with only Clark still in process. In May 2015 the pre-campaign results were recorded along with some preliminary results. In June 2015 the post-campaign surveys were conducted and a draft of the final survey results was completed in July. In August 2015 the final survey results were put onto the TRC website and in September the final report was signed by the statistician and submitted to NHTSA.

The TRC was successful in completing all pre- and post-campaign surveys and they successfully provided the results on time and complete.

TS-2015-NVOTS 658-00075 – Nevada Office of Traffic Safety – Program Management: Occupant Protection

Funding Source: 405(b)

Budget: \$115,000.00

Obligation Percentage Spent: \$113,770.44, 99%

This project provided for the management and operating costs of the occupant protection (OP) programs and efforts in the FFY 2015 Highway Safety Plan.

The Nevada Office of Traffic Safety (OTS) is a division of the Department of Public Safety, and is designated as the state's Highway Safety Office (SHSO) for application, receipt and sub-awarding of federal traffic safety grant funds to affect driver behavior.

All countermeasures listed in section two of the “Countermeasures that Work” 2013 edition were pursued in FFY 2015. OTS continued with regularly scheduled high visibility enforcement (HVE) events that included the May Click it or Ticket (CIOT) campaign, as well as additional efforts. Nevada has traditionally held a second CIOT HVE event each year, and 2015 was no different. The second HVE event was held over the Thanksgiving holiday and again was highly successful. The Joining Forces HVE program maintains consistent enforcement of Nevada's seat belt laws throughout the year.

Via program management, OTS provided public education on and heightened awareness of OP (seat belts, CRS and airbags) safety measures to take on Nevada roadways, and how to prevent serious injury. OTS also continued Strategic Highway Safety Plan partnerships and leadership for the OP Critical Emphasis Area team, as well as strategies, resources and guidance to move toward the Zero Fatalities goal. OTS continued to review and evaluate program and project management activities for any efficiency or other resource needs; to stay on track with timelines, objectives, and goals for OP programs and activities; or to revise as necessary.

TS-2015-UNLV-00103 – Comprehensive Occupant Protection – A Plan Through Data Integration, Analysis and Feedback Mechanism

Funding Sources: 405(b)

Budget: \$88,911.00

Obligation Percentage Spent: \$73,342.68, 82%

This project provided analysis of seat belt observation data to identify local target areas, analysis of a child restraint use survey to measure restraint use and help to OTS in development of a comprehensive occupant protection strategic plan. It also provided Phase II of Teen Driving Behavior project, which takes the key finding from Phase I and develops a feedback control system, continuing the next phase of data integration and analysis by integrating all the previous data analysis studies and then come up with the feedback structure to evaluate the “safety culture” and make recommendations that can be used for further improvements.

During the grant cycle, University of Nevada, Las Vegas began obtaining the data and studying the previous statistical sampling analysis from previous years to identify the gaps and missing links. In November 2014, they concluded their first set of analysis on the Driver’s Edge data and began work on redesigning the seat belt survey. They began development of the data analysis portal from Phase I which allowed them to begin combining the results from previous projects and studies. In February 2015 they submitted a report to OTS of local target areas along with a deeper evaluation of the seat belt survey and what the results imply. They also submitted their first set of recommendations to Driver’s Edge. In the following months they continued collecting and analyzing data. In August 2015 they began working on the final reports for this project. In September they prepared a second set of recommendations for Driver’s Edge and finalized the report for submission to OTS.

TS-2015-DPS NHP-00109 – Collision Reconstruction Training

Funding Sources: 405(b)

Budget: \$15,379.00

Obligation Percentage Spent: \$15,379.00, 100%

This grant funded the Nevada Highway Patrol (NHP), who partnered with the Reno Police Department, to host an open enrollment offering of Northwestern University's Traffic Collision Reconstruction 1 course. The funds requested within this category were utilized to pay the tuition for ten NHP students (four from Reno, three from Elko and three from Las Vegas) to attend the course. Tuition for the Traffic Collision Reconstruction 1 course is

\$1,100 per student and is payable to Northwestern University. This cost includes all student materials, instructor time and travel costs. The course was held in Reno.

TS-2015-UNLV-00113 – Older Driver Education, Evaluation and Outreach

Funding Sources: NDOT-21

Budget: \$25,873.00

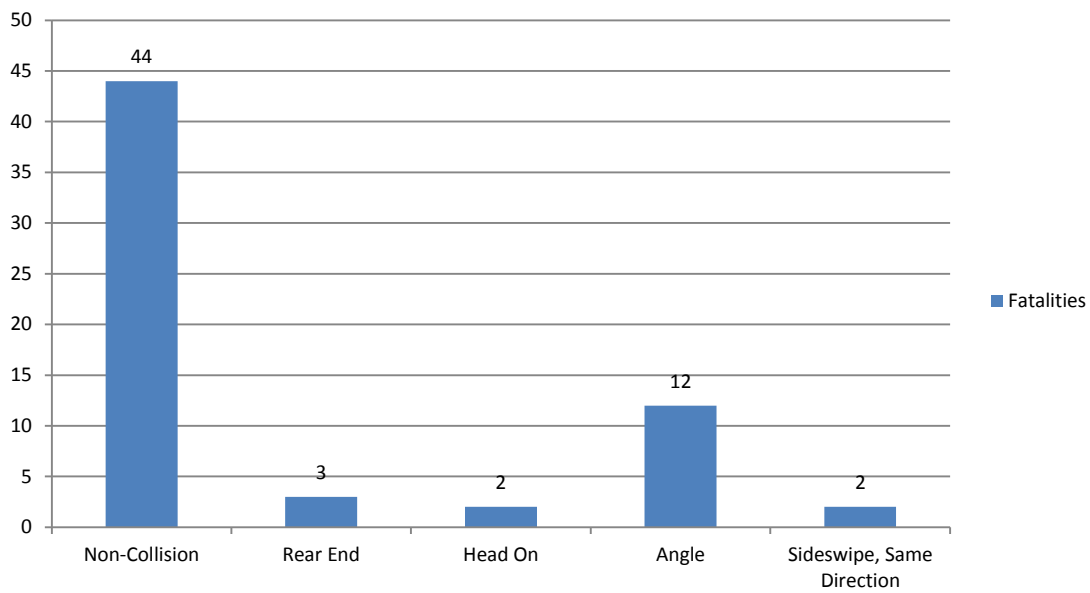
Obligation Percentage Spent: \$18,999.48, 73%

This project was funded to allow University of Nevada, Las Vegas to work with the community as a resource for older drivers. The objectives were to decrease critical injury and fatal crashes for those over the age of 65 by 5 percent in 2015, which cannot be measured until the 2015 data is finalized. The program's other objectives were to hold at least two presentations per month for senior drivers, to hold two community events annually for older road users and to design and launch a web site that can be used as a resource for older drivers to find data and opportunities in the community.

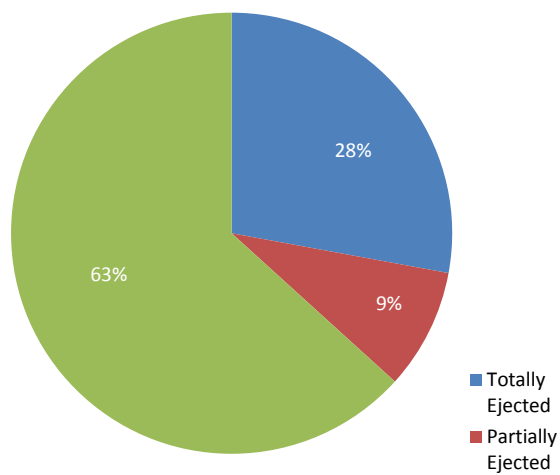
The program successfully designed and launched the website and provided education at six senior community events which is about half of the presentations they had intended. They had a booth at the Senior Expo with the City of Las Vegas in September 2015 that provided information about the older driver program to the community. Overall UNLV completed about half of the objectives they set out to complete with this project. The amount of education and awareness that came from this project is outstanding; however, there is a struggle to provide evidence that the program is reducing injuries and fatalities for drivers over the age of 65. They are still working on obtaining funding for the DriveAble computer program to use at future events, which would allow them to assess a driver's ability through a series of questions and simulations.

See also projects TS-2015-NVOTS 658-00022 and 00086 in Performance Measure 1 and TS-2015-BoR, NSHE, obo UNR-00049 in Performance Measure 3.

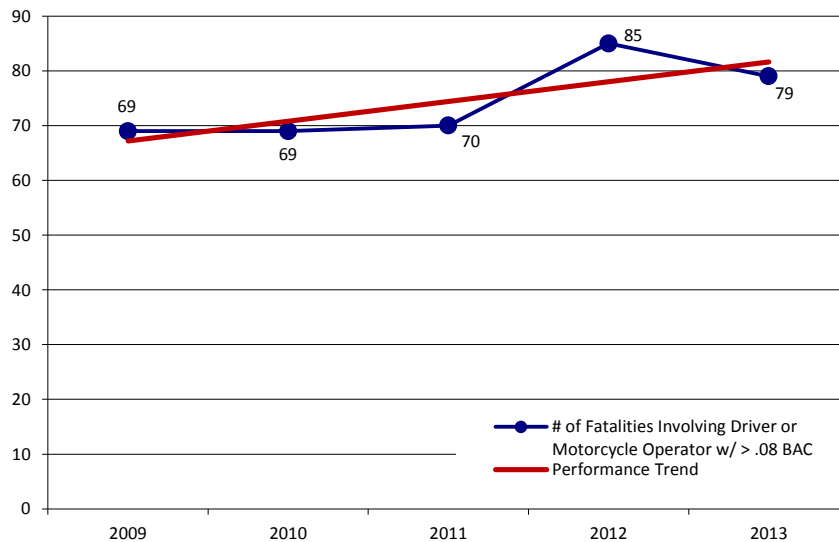
Unrestrained Fatalities by Crash Type, 2014



Fatalities Resulting from Ejection in a Crash, 2014



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



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

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

Nevada aims to become a low tier state by 2016 per the preliminary MAP-21 definitions (alcohol-related fatality rate per annual vehicle miles traveled (AVMT) below 0.30). Nevada was considered a mid-range state for FFYs 2013 and 2014 (> .30 but less than .60 fatality rate per AVMT).

Grant awards this year that focused on enforcement included maintaining and updating Nevada's complement of evidentiary breathalyzers. These instruments are deployed throughout the state for the use of law enforcement in conducting impaired driving investigations. The updated software program allows the two Forensic Analysts of Alcohol (FAA's) to monitor the performance and maintain the calibration of the machines remotely. This increases the amount of "up" time the machines have and therefore their usefulness to law enforcement.

Another enforcement program that was funded was the Las Vegas Metropolitan Police Department's DUI Van. This mobile evidentiary testing unit was deployed to 60 special events in the Las Vegas area. The van provides for a remote testing location for evidentiary breath and blood testing. The availability of remote testing during special events saves officers working in the field a tremendous amount of time because they do not have to drive to a testing facility and then return to the event area. The van was used at DUI checkpoints and helped in arresting 459 DUI violators.

The other major use of grant funds in enforcement efforts was a DUI saturation patrol grant to the Nevada Department of Public Safety Office of Highway Patrol. The \$200,000 grant funded officer overtime for saturation patrols during high-DUI periods like New Year's Day and throughout the year. This project netted an additional 383 DUI arrests statewide.

In the area of effective adjudication through the state's judiciary system, three grant programs were initiated to address identified needs. They included a judicial education annual training and outreach grant, a traffic safety resource prosecutor (TSRP), judicial outreach and professional development grant and funding for the state's three DUI specialty courts. The results of these efforts were mixed.

No entity requested funds from the Judicial Education Annual Training and Outreach program. It is unknown why this occurred. This grant has been continued for 2016 and users will be actively pursued. Slightly better results were obtained from the TSRP-Judicial Outreach program, which funded specialized training for the Nevada Traffic Safety Resource Prosecutor to help him keep abreast of emerging issues in DUI prosecution, funded travel for DRE Instructors to attend a first ever "green lab" functional testing of subjects intentionally dosed with cannabis, and sent a group to the first ever 24/7 training conference to lay the groundwork for Nevada's 24/7 program.

The final use of funds was to support education programs for Nevada citizens. The primary focus was funding of the impaired driving education programs in the State FFY 2015 Highway Safety Plan.

FY 2015 Target: Decrease impaired driving traffic fatalities from the 2008-2012 five-year average of 74 by three percent to the projected 2011-2015 average of 72 by December 31, 2015.

Actual Performance: Nevada's 2009-2013 five-year average for impaired driving fatalities was 74.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
402	\$200,000.00	\$199,998.22
405(d)	\$681,865.00	\$582,796.45
NDOT-21	\$46,000.00	\$42,053.87
Total	\$927,865.00	\$824,848.54

Related Projects

TS-2015-CC District Court-00006 – Carson City District Court – Carson City Felony DUI Court

Funding Source: 405(d)

Budget: \$50,000.00

Obligation Percentage Spent: \$50,000.00, 100%

This grant was to provide funding for a DUI Case Manager for the Western Regional DUI Court. The Carson City District Court partnered with Carson City Justice Court to create a DUI second offense court in conjunction with its drug court. The court was established in July 2015 and as of September 30, 2015 there was only one DUI II

case on the docket; however the partnership was expected to increase the number of participants in upcoming grant cycles.

The agency hired a full-time case manager to follow the ten guiding principles of a DUI court. The agency is complying with all principles except number nine: evaluate the program. The program was last evaluated by the University of Nevada, Reno in 2012. In the next grant cycle, the agency intends to explore the possibility of conducting a follow-up study.

The Western Regional- Carson City DUI Court Program administered 1100 drug and/or alcohol tests during the grant cycle, utilizing the color-coded random drug and alcohol testing protocol for participants. The agency utilizes the SCRAM alcohol monitoring and house arrest equipment to enforce the 180 day house arrest requirement of the program. The system proved to be an effective tool to monitor alcohol use and compliance with house arrest parameters in new Program participants.

Seven participants entered the program this year. There were 10 graduates, two discharges due to non-compliance, and one transfer to another jurisdiction. On September 30, 2014, there were 20 active participants. They expect numbers to remain stable in the coming year. They learned that two previous graduates were re-arrested for DUI offenses. One was sentenced to prison and the other is awaiting sentencing. Overall, the program is a success despite these cases of recidivism.

The agency continues to provide officers that attend the DUI Victim Impact Panel to test participants for sobriety, furthering public safety. Overall this grant facilitates a vital program in the community that is instrumental in the battle to reduce impaired driving recidivism.

TS-2015-Ad Council-PA-00011 – Nevada Attorney General’s Office – Advisory Council for Prosecuting Attorneys (NVPAC) – Successful Prosecution of Impaired Driving Cases

Funding Source: 405(d)

Budget: \$5,000.00

Obligation Percentage Spent: \$0.00, 0%

For the second year in a row, the agency applied for this grant and did not use it. The grant cycle was completed with the grant still in "Agreement Signatures Required" status. Attempts to contact the project director were unsuccessful.

The intention of this grant to train prosecuting attorney's in DUI prosecution is very valuable; however, they are not proceeding with the grant process.

TS-2015-LVJC-00013 – Las Vegas Justice Courts – DUI Court Program

Funding Source: 405(d)

Budget: \$87,656.00

Obligation Percentage Spent: \$44,694.69, 51%

This grant provided funding for a full-time program coordinator position at the Las Vegas Justice Court – DUI Court Moderate Offender Program (MOP). It also provided funding for travel to the annual National Association of Drug Court Professionals (NADCP) Conference for four team members. The objectives of the grant were to bring total enrollment in the DUI Court Programs to 250 participants by the end of the grant period, achieve a

program retention rate of 80 percent and achieve a recidivism rate of ten percent or less by the end of the grant period.

The DUI Court MOP allows the LVJC to screen referred defendants and access them for substance abuse, mental illness and other issues that require case management services. They can track the number of DUI and other arrests for each participant during pre-participation, active program participation and post-participation. The program coordinator is able to track the number of new program participants, successful graduates and unsuccessful terminations. The grant allowed LVJC to expand partnerships with counseling, house arrest, breath interlock agencies, alcohol monitoring technologies and other pertinent entities.

The program was successful in keeping the offenders' retention rate at 98 percent and the recidivism at less than 4 percent. They did not reach the goal of 250 participants because they have not been able to gain the support of the District Attorney, which would allow new participants to enter the MOP. Overall they had 28 new participants, seven successful graduations and only two participants had to be terminated from the program. The program was able to develop informative brochures for distribution among judges, attorneys and public defenders. They also developed a graduation coin for participants to receive upon completion of the program. The LVJC experienced some problems growing the program this year but overall it appears to be an effective program.

TS-2015-DAS DUI Diversion-00014 – Douglas County Alternative Sentencing – Douglas County DUI Diversion Program

Funding Source: 405(d)

Budget: \$31,000.00

Obligation Percentage Spent: \$30,999.99, 99.9%

This grant was to provide partial funding for a DUI Case Manager for the Douglas County DUI Diversion Program operated by Douglas County Alternative Sentencing, a component of the Western Regional Drug/DUI Court. The position should be self-sustaining after the next grant cycle. The program provided a treatment program for participants convicted of DUI III offenses in order to reduce the chances of an additional DUI for a period of two years after completion of the DUI Diversion program. The goal was to have lower than 25% recidivism rate for all program graduates. For this grant period, there were zero DUI offenses for program graduates within two years after graduation so that goal was accomplished.

A new DUI Case Manager was hired to fill the position vacancy during the grant period. The DUI Case Manager's responsibilities included implementation and facilitation of the program objectives utilizing the ten key components of the DUI Court. Duties included participation in the DUI Multi-Disciplinary Court Team, individual assessments and interviews with defendants, monthly monitoring of individual treatment programs and case management, inspection of the participant's Ignition Interlock device and reports, drug/alcohol testing of defendants, verified employment searches, generated biweekly reports to the Courts and compiled data for reporting purposes. An agreement was made for the DUI Case Manager to have access to Nevada DMV driving records for program graduates. The Chief or Alternative Sentencing raised program awareness through regular meetings with judges, court administration, the district attorney, and the Constable.

As early as possible prior to sentencing, the strict guidelines and rigorous requirements of the DUI Diversion program which include supervision for a minimum of three years are explained to defendants. Sanctions were issued for any program violations. Participants called in daily for the Random Drug Screening (RDS). There were

557 random drug tests during the grant period. The program began the grant period with 21 participants. During the grant period there were five graduates, nine new participants and one transferred to another jurisdiction. At the end of the grant 18 participants had an interlock device.

The DUI Court participants addressed substance abuse behavior problems to replace them with appropriate positive behaviors to eliminate drinking and driving. Employment is critical to the participants' success in the program and they reported monthly job search progress, which also enabled them to partially pay the costs of treatment. Through the well rounded therapeutic judicial DUI Diversion treatment program successful participants took responsibility for and came to terms with past behaviors, learned to set goals, find employment and look to the future with a positive attitude, to become productive members of the Douglas County community.

TS-2015-LVMPD-00023 – Las Vegas Metropolitan Police Department – 2015 Traffic Safety DUI Van

Funding Source: 405(d)

Budget: \$92,240.00

Obligation Percentage Spent: \$92,107.17, 99.8%

This grant provided funding for Las Vegas Metropolitan Police Department personnel to man the DUI van at approximately 65 events throughout the community. The DUI van requires two officers and a licensed phlebotomist for the purpose of administering blood draws as an alternative to Breathalyzer tests.

The objectives of this project were to reduce alcohol-related traffic fatalities by a minimum of 10 percent, from 29 to 26, to increase DUI arrests by 10 percent, and to increase the number of DUI arrests at each checkpoint to a minimum of 15. The first two objectives are not able to be measured until the 2015 numbers can be finalized. The third objective was met as each checkpoint resulted in more than 15 arrests. The DUI van was deployed a total of 60 times, which saw more than 9,000 vehicles pass through resulting in the arrest of 459 DUI offenders.

During the 2015 grant cycle the vans were used on almost every weekend to assist patrol offers. They were also used at numerous DUI checkpoints. During these checkpoints the vans were stationary, acting as a processing center. The vans were also used at major special events including the Las Vegas Marathon, NASCAR weekend, Electric Daisy Carnival and Rock in Rio. The van stayed highly visible during these events, serving as both a deterrent and enforcer of the impaired driving laws. The vans also took part in community events like National Night Out, and are part of Las Vegas Metropolitan's Police Department's Traffic Roadshow. During Traffic Roadshows the vans are used as an educational component, demonstrating the capabilities and educating the public about the dangers of driving impaired.

TS-2015-Nye Comm-00025 – Nye Communities Coalition – Nye Communities Coalition Impaired Traffic Safety

Funding Source: 405(d)

Budget: \$24,415.00

Obligation Percentage Spent: \$21,469.88, 88%

This program was funded to allow Nye Communities Coalition (NCC) staff to provide education to the community, with focus on the youth, to prevent DUI and distracted driving. NCC utilized a computer program system to simulate impaired and distracted driving, along with the fatal vision goggles during events. Their goals were to deliver awareness and education to a minimum of 800 youth and 500 adults.

The program successfully provided server/seller training seven times in two different communities. They were able to provide their newsletter to over 475 people per month. Laura Oslund, the coalition coordinator, appeared on a local TV program with a viewership of 8,000 community members to speak on the dangers of youth alcohol usage. She also took part in five separate radio interviews with over 4,000 listeners. NCC was able to provide DUI training for the Nevada Judges Association and provide the DUI School to the community. They either hosted or had a booth at six different community events (Back to School, Balloon Festival, etc.) which provided opportunities to educate over 14,000 people. They were also able to partner with the Lincoln County Sheriff's Office to provide presentations to every elementary and middle school in Lincoln County on the dangers of impaired driving.

TS-2015-DPS NHP-00028 – Department of Public Safety – Nevada Highway Patrol – DUI Enforcement Saturation Patrols

Funding Source: 402

Budget: \$200,000.00

Obligation Percentage Spent: \$199,998.22, 99.9%

This grant provided funding for overtime saturation patrols throughout the year. Nevada Highway Patrol's (NHP) efforts mainly focused on weekends and nights since the highest number of DUI related incidents occur during those times. Special events such as New Year's Eve and Cinco de Mayo were also included since they are typically regarded as "drinking holidays". The objectives of this grant were to reduce the total number of highway-related DUI fatalities to below 45 percent and increase the number of DUI arrests by ten percent; both of these stats are based solely on data from NHP. The objectives will be measured once 2015 numbers have been finalized.

The goals of this project were to provide a minimum of 20 statewide saturation patrols including scattered saturation patrols during special events and holidays. NHP was very successful in this project. They were able to conduct 64 statewide saturation patrols resulting in 383 DUI arrests. 293 of those arrests were made in the Southern Command Region, for 75 percent of the total. Many other citations were issued for both moving and non-moving violations, including 1623 speed violations and 254 cell phone violations, both of which are frequent contributing factors in automobile collisions. There were 177 other non-DUI arrests made during these events.

NHP ran out of funding after the June 2015 events, so project numbers could have been even higher had there been more funding available.

TS-2015-WC 2nd Jud Ct-00037 – Washoe County Second Judicial District Court – Felony DUI Court

Funding Source: 405(d)

Budget: \$25,000.00

Obligation Percentage Spent: \$25,000.00, 100%

This project funded the Felony DUI Court to reduce alcohol and other drug use related to the behavior of driving under the influence through therapeutic interventions and judicial supervision, improving personal functioning and community safety and reducing recidivism. Since the inception of the program in 2009, Felony DUI Court has experienced just 3% recidivism of its graduates.

The Felony DUI diversion program is available to defendants as an alternative to prison. Participants receive an evaluation for eligibility and program formulation and agree to attend treatment or support programs for a

minimum of three years and make weekly court appearances. They agree to six months house arrest, regular random drug & alcohol testing, to pay court fees and a monthly supervision fee to contribute to the cost of the program. As they advance within the program and their recovery, their restrictions are slowly lessened. These programs are meant to encourage behavioral change through discipline, counseling and self-help within the community.

Employment is a fundamental component of this program. Clients are required to find stable employment, as research shows this assists participants to succeed with their drug and/or alcohol rehabilitation. Several vocational and work programs were utilized to effectively reduce recidivism and improve participants' job-readiness skills. When required, Felony DUI Court applies a sanction of daily work search which requires participants to verify that a minimum of five job applications were submitted per day to assure success in finding employment. A local bank offered participants a monthly financial class with the goal of achieving financial stability. Sessions taught participants how to prepare budgets, manage money, prioritize bills and take advantage of financial opportunities that arise.

There were 54 new participants (12 female and 42 males) during the grant period, 31 graduates, two were transferred to another jurisdiction, 12 were involuntarily removed and two voluntarily removed themselves. At the end of the grant eight participants were on bench warrant status. Felony DUI Court set up 23 individuals on the ignition interlock device. During this year, Felony DUI Court celebrated the success of one clean baby. There were 125 active participants at the end of the year.

The Felony DUI Court Staff continued to work closely to inform the Washoe County Public Defender's Office about the program and encourage more referrals. Throughout this year, the Felony DUI Court team continued to foster relationships with the various community stakeholders.

One challenge this year was the staffing change of the Specialty Courts Manager, who served as the lead coordinator for the grant. A new coordinator was hired in March 2015, which helped alleviate the burden to the two coordinators of submitting monthly reports and communicating with stakeholders.

The project coordinator continued to make progress in the following areas: maintain status of all individuals in the program, ensure compliance with all program rules and requirements and prepared information for pre-court staff meetings and court briefings, evaluated program outcomes, and prepared all statistical reports.

TS-2015-Frontier Community Coalition-00044 – Tri-County Impaired Driving Awareness Program Funding

Source: 405(d)

Budget: \$20,000.00

Obligation Percentage Spent: \$19,783.92, 99%

The Tri-County Impaired Driving Awareness Program was funded to increase the awareness of the dangers of impaired driving and distracted driving (including texting and other distractions) in both the adult and youth populations. The project's purpose was to create and improve programs for both the adult and youth populations of three counties: Pershing, Humboldt and Lander. The adult driver aged 24 to 35 is the age group at most risk in these counties. The secondary group is ages 16 to 23 because this group is relatively inexperienced and includes new drivers who benefit from early preventative efforts to reduce current and/or later impaired and distracted driving issues.

During this grant cycle, the program educated 1,050 students about the severity of impaired driving, distracted driving and texting while driving. The Frontier Community Coalition (FCC) held 27 local community committee meetings, serving 560 people. FCC also had booths at 18 events, disseminating information and conducting fatal vision program presentations. FCC served 3,258 people during these events. Staff conducted eight beverage server training sessions this year and administered 320 of the FCC OTS surveys. FCC representatives attended several events including the 2015 National Rx Conference, the Marijuana Summit, National Night Out and many different Community Health Promotions. 23 articles were written and published and over 25 ads were run several times on local TV station, Channel 14. FCC established and utilized 12 partnerships throughout the community. FCC delivered a distracted driving/texting while driving program presentation to 990 students at Battle Mountain High School and 22 students at Austin Schools. Staff conducted nine presentations on the dangers of distracted driving. The Lander County (LC) Coordinator met with the Longhorn Youth Team from Battle Mountain High School 12 times to discuss distracted and impaired driving issues. The LC Coordinator also attended a law enforcement meeting on DUI issues.

TS-2015-BoR, NSHE, obo UNR-00048 – Board of Regents, Nevada System of Higher Education, obo UNR – Do the Ride Thing

Funding Source: NDOT-21

Budget: \$46,000.00

Obligation Percentage Spent: \$42,053.87, 91%

This program was funded to provide for a designated safe ride program for University students who have been drinking and to fund underage alcohol buy operations for the University of Nevada, Reno (UNR) Police Department. In response to a recent alcohol and drug survey that reported 72 percent of UNR students had used alcohol or drugs and 46 percent had participated in binge drinking behavior in the previous 30 days, the UNR Police Department valued the continuation of the “Do the Ride Thing” program. “Do the Ride Thing” provides safe rides home to students who have been drinking. The second component of the grant funds UNR Police Department officer overtime to conduct underage alcohol purchase enforcement events.

The “Do the Ride Thing” program faced serious hurdles during this grant period. The Board of Regents of the University declined to support the program directly due to stated concerns over liability. The project director was able to form a 501(c)(3) non-profit organization that obtained liability insurance to work around this issue and obtained additional grant funds from local alcohol distributors, as well as a donation of services for safety inspections of the volunteer drivers’ vehicles. Due to the aforementioned delays, the program has yet to provide its first safe ride. The program plans to launch service during a local drinking event known as the “Zombie Crawl” in late October 2015.

The UNR Police Department conducted three underage alcohol enforcement events during the grant year, issuing several citations to local businesses that sold alcoholic beverages to an underage volunteer.

The reported level of drinking and driving remained unchanged at 29 percent during the project period.

TS-2015-NVOTS 658-00076 – Nevada Office of Traffic Safety – Program Management: Impaired Driving Prevention

Funding Source: 405(d)

Budget: \$162,314.00

Obligation Percentage Spent: \$158,770.76, 98%

This project provided funding for the management and operating costs of impaired driving education and enforcement programs and efforts in the FFY 2015 Highway Safety Plan.

Impaired driving represents about 32 percent of Nevada roadway fatalities. Nevada is a mid-range state for MAP-21 405 funding purposes and impaired driving is one of the five critical emphasis areas of the state's Strategic Highway Safety Plan. Nevada's traffic fatalities experienced both their highest and lowest recorded numbers in the last decade (2006: 432 fatalities; 2009: 243 fatalities). Office of Traffic Safety (OTS) professional and support staff work diligently on federal and state programs to continually reduce these numbers. With no state general fund support, OTS relies heavily on federal funding to achieve its Zero Fatalities goal by 2030. Nevada utilized countermeasures one through five for alcohol impaired driving initiatives in 2015.

The goal in 2015 was to decrease impaired driving traffic fatalities from the 2008 – 2012 average of 74 by three percent, to the projected 2011 – 2015 average of 72 by December 31, 2015. In 2014 Nevada had 88 impaired fatalities.

Through this project, OTS managed the fiscal resources necessary to provide staff time and operational needs that relate directly to the planning, developing, coordinating, conducting, monitoring, evaluating and auditing of impaired driving projects. OTS provided public education and heightened awareness of problem traffic safety areas on Nevada roadways, continued SHSP partnerships and leadership for the impaired driving critical emphasis area team, and provided strategies, resources, and guidance to move toward the Zero Fatalities goal. OTS also reviewed and evaluated program and project management activities on a continual basis for any efficiency or other resource that was needed.

TS-2015-NVOTS 658-00091 – Nevada Office of Traffic Safety – Judicial Outreach and Training

Funding Source: 405(d)

Budget: \$20,000.00

Obligation Percentage Spent: \$0.00, 0%

The goal of this project was to provide an avenue for all Nevada judges and prosecutors to become aware of the latest information on best practices for successful prosecution and adjudication of impaired driving cases, as well as how those practices may be applied under Nevada Law. The initiation of medical marijuana in Nevada will have a tendency to increase the impaired and drugged driving cases. As new laws and decisions are made by appellate courts, Nevada will continue to modify laws as they relate to criminal justice including arrest, evidence, prosecution and adjudication (with or without specialty courts). This is leading to more complicated cases for prosecutors and judges.

Funding was to provide travel and other related expenses for two training opportunities regarding DUI adjudication and laws to judges and state prosecutors; however, there were no requests for funding during the grant period.

TS-2015-NVOTS 658-00093 – Nevada Office of Traffic Safety – Impaired Driving Support – TSRP, Judicial Outreach and Professional Development

Funding Source: 405(d)

Budget: \$25,000.00

Obligation Percentage Spent: \$10,732.54, 43%

This project provided funding for professional development for the Nevada Traffic Safety Resource Prosecutor (TSRP), prosecutors, judicial members and others on topics related to impaired driving in an effort to reduce DUI recidivism. Funding provided could be used for seminar and workshop expenses or travel and related expenses to attend out of state conferences. The goal was to increase awareness of impaired driving issues for individuals working in the criminal justice system, which would lead to better outcomes.

Nevada Traffic Safety Resource Prosecutor (TSRP) Bruce Nelson traveled to Kansas City, MO, for the NHTSA Criminal Justice Meeting for Region 7/8, designed for TSRP's, Judicial Outreach Liaison's and Law Enforcement Liaison's (LEL's). The purpose of the meeting was to identify and initiate collaborative efforts that contribute to saving lives and reducing motor vehicle-related injuries. They shared information regarding detection, arrest, prosecution, adjudication of traffic offenders and successful programs, such as the South Dakota 24/7 Sobriety program. Additionally, there was discussion on the emerging issue of medical and recreational use marijuana.

TSRP Bruce Nelson, Clark County District Attorney, also attended the 2015 National Association of Prosecutor Coordinators (NAPC) conference in Chicago. Its purpose was to discuss trends and upcoming strategies for dealing with traffic matters. There was an excellent presentation on the latest research dealing with marijuana and its effect on driving.

Three law enforcement officers traveled to Denver for a DUI Investigations class that was intended for Drug Recognition Experts. The training included a green lab, which involved the dosing of individuals with THC and the trainees testing those dosed for signs and symptoms of marijuana use that could be encountered during a traffic stop.

Nevada stakeholders traveled to Big Sky, MT, for the first annual 24/7 Sobriety Summit. Presenters at the summit were executives from states with successful 24/7 sobriety programs which included Montana, South Dakota, North Dakota and Washington. This trip was valuable in that it provided all the stakeholders in Nevada a roadmap to begin a 24/7 sobriety pilot program in Washoe County in northern Nevada, in an effort to reduce DUI recidivism.

TS-2015-NVOTS 658-00094 – Nevada Office of Traffic Safety – Evidentiary Equipment: CMI Intoxilyzer 8000 Software

Funding Source: 405(d)

Budget: \$10,000.00

Obligation Percentage Spent: \$0.00, 0%

The purpose of this grant was to maintain the equipment and software for the evidentiary breath test machines used for impaired driving investigations in Nevada. The machines are owned by the state and deployed statewide. They are managed by two forensic analysts of alcohol (FAA).

The two FAA's became aware of a proprietary software product made by the manufacturer of the breath machines (CMI Incorporated) that would allow greater maintenance and control of the machines along with data collection. The database software is used to store the test results of all breath tests within the state on a secure server accessed only by the two labs in Nevada. Record retention guidelines call for misdemeanor tests to be kept a minimum of ten years and test results for felony charges to be kept for 80 years. The FAA's worked to create a software specification to meet the needs of Nevada, so that the company can provide a price quote for the software. The quote has not been finalized because the quote provided did not include specific

requirements needed by Nevada's labs. The software will be purchased in the next fiscal year for deployment on the machines.

TS-2015-DPS NHP-00120 – DUI Detection/PBT Devices

Funding Source: 405(d)

Budget: \$129,240.00

Obligation Percentage Spent: \$129,237.50, 99.9%

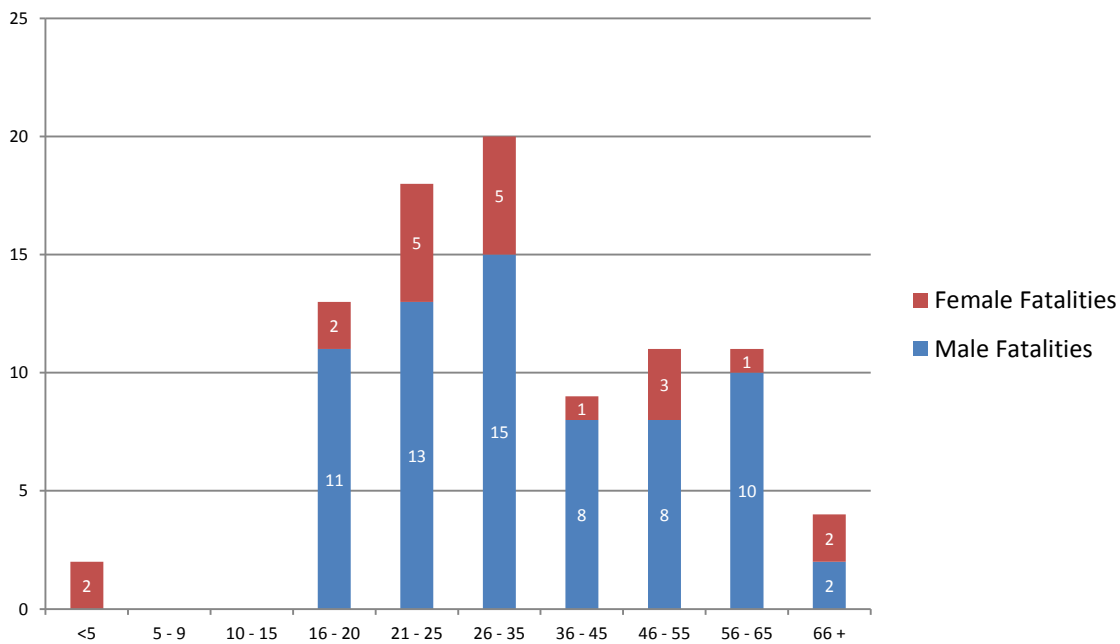
This project was funded to purchase equipment for detecting driver impairment. The goals of this project were to reduce alcohol and drug related fatalities throughout Nevada and increase the arrest of impaired drivers from 2014 statistics by five percent.

All equipment purchased through this grant has been received and issued to troopers in the field for use in detecting DUI offenders.

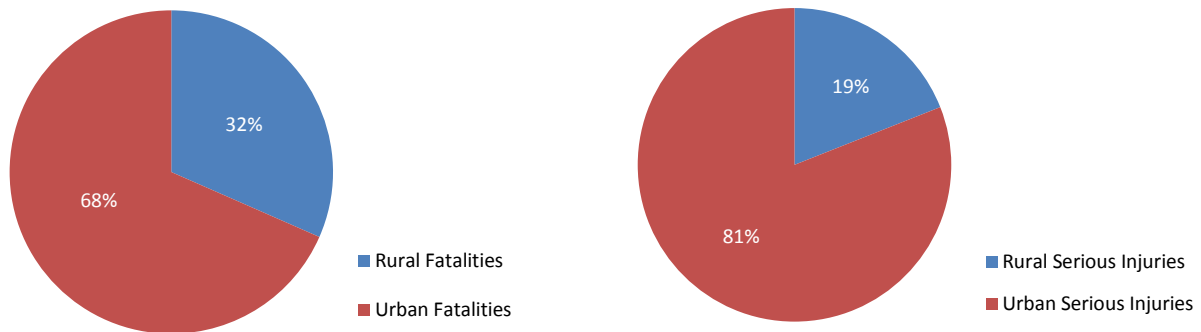
Year to date, there has been a 23 percent decrease in alcohol fatalities within Nevada. Year to date, DUI arrests have decreased; however, this can be contributed in a sharp decrease in manpower suffered by the grantee. There may be other factors that contributed to the decrease in DUI arrests. The PBT's were not purchased and put into service until near the end of the grant cycle. The United States Supreme Court decision (McNeely v Ohio) requiring a warrant for blood draws on suspected DUI offenders may have also contributed to lower DUI arrests.

See also projects TS-2015-NVOTS 658-00022 and 00086 in Performance Measure 1.

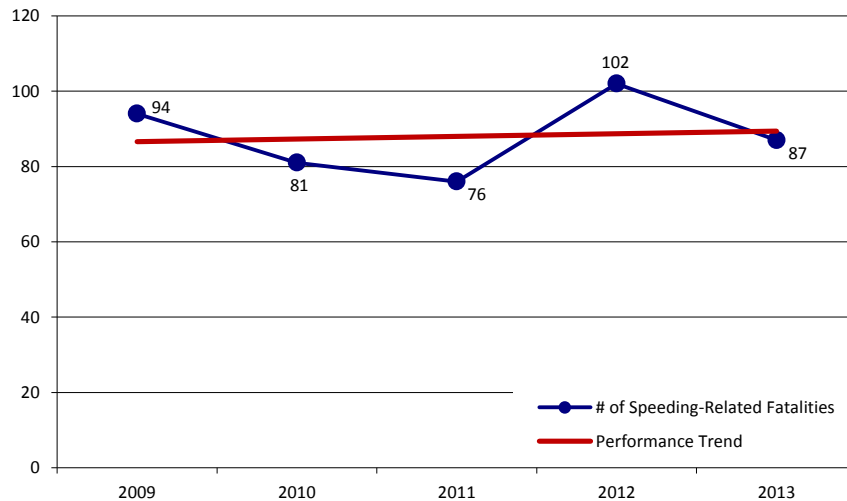
Impaired Fatalities by Gender and Age, 2014



Impaired Fatalities and Serious Injuries by Location, 2014



PERFORMANCE MEASURE 6: SPEEDING RELATED FATALITIES



The Nevada Office of Traffic Safety (OTS) collaborates with state and local law enforcement agencies to provide an efficient and effective Police Traffic Services program. The objective of the program is to assist Nevada law enforcement agencies in enforcing traffic laws, preventing crashes and deaths, assisting the injured, documenting crash and citation data, supervising road cleanup and restoring safe and orderly movement of traffic in a timely fashion. OTS developed “Joining Forces”, a sustained, multi-jurisdictional enforcement program specifically for overtime enforcement of traffic safety laws, to support this objective. Law enforcement agencies wishing to receive overtime funds through the Joining Forces program must participate in scheduled “Click It or Ticket” events and DUI campaigns. Additional events are established in the annual Joining Forces calendar outlining each month’s focus area and event type. This guarantees that all agencies participating in Joining Forces will be working on the same program area, and media campaigns statewide will have the same message. Participation in the Joining Forces program currently covers over 90 percent of the Nevada’s population.

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

FY 2015 Performance Target: Decrease speed-related motor vehicle fatalities from the 2008-2012 five-year average of 86 by three percent to the 2011-2015 estimate of 82 by December 31, 2015.

Actual Performance: Nevada’s 2009-2013 five-year average for speed-related motor vehicle fatalities was 88.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
402	\$101,800.00	\$64,564.53
Total	\$101,800.00	\$64,564.53

Related Projects

TS-2015-NVOTS 658-00077 – Nevada Office of Traffic Safety – Program Management: Speed Enforcement

Funding Source: 402

Budget: \$101,800.00

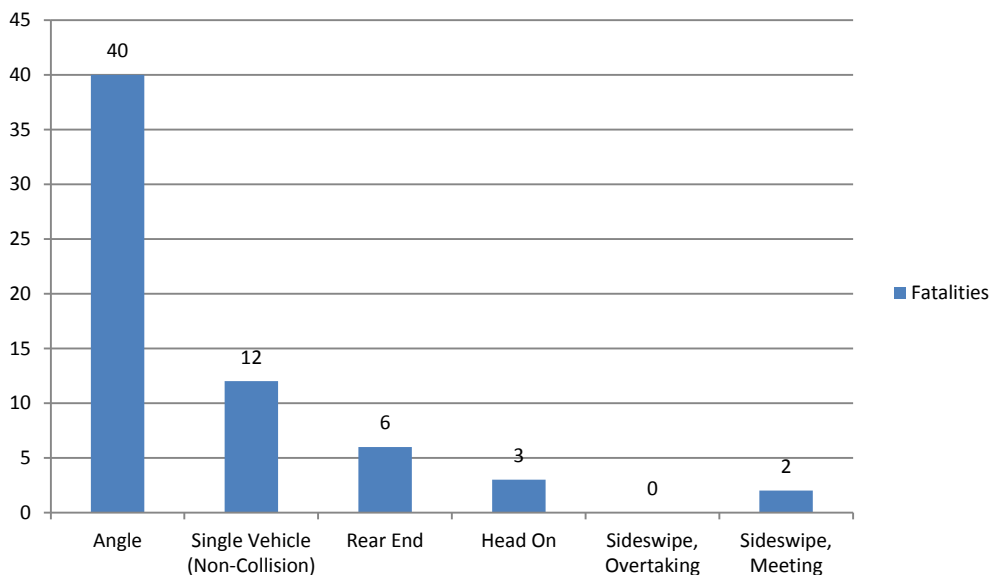
Obligation Percentage Spent: \$64,564.53, 63%

This project provided funding for direct program management and operating costs of police traffic enforcement, or equipment, as well as speed programs and efforts in the FFY 2015 Highway Safety Plan. Additional 402 monies committed to program management can be found in project TS-2015-NVOTS-00080. See also TS-2015-NVOTS-00071 for NDOT 21 program management monies for Strategic Highway Safety Plan-related projects.

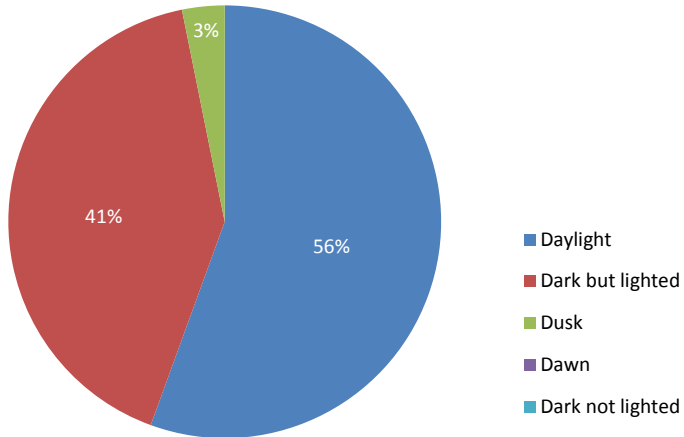
The Nevada Office of Traffic Safety (OTS) managed the fiscal resources necessary to provide staff time and operational needs of OTS that relate directly to the planning, developing, coordinating, conducting, monitoring, evaluating and auditing of police traffic and speed/enforcement projects within those program areas.

See also projects TS-2015-NVOTS 658-00022 and 00086 in Performance Measure 1.

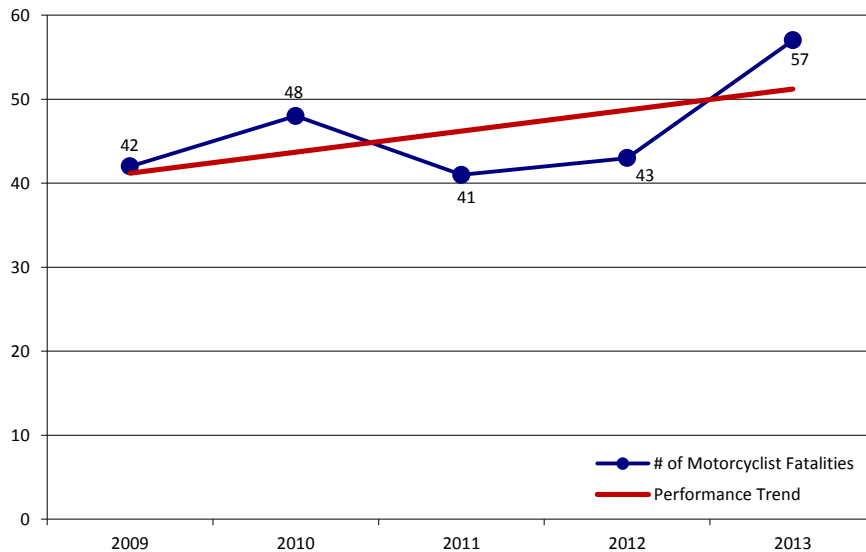
Fatalities at Intersections by Collision Type, 2014



Fatalities at Intersections by Lighting Conditions, 2014



PERFORMANCE MEASURE 7: NUMBER OF MOTORCYCLIST FATALITIES



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

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

Several noteworthy activities were undertaken in 2015 to further the reduction of motorcyclist fatalities and serious injuries.

The Motorcycle Critical Area Emphasis Team that was created in late 2014 began work to create strategies and action steps. The strategies created are listed above and will be included in the 2016-2020 Nevada Strategic Highway Safety Plan.

The Program for the Education of Motorcycle Riders (Nevada Rider Motorcycle Safety Program) is primarily funded through a six dollar registration fee on street motorcycles. During the state's 2010 fiscal crisis legislation was passed that these dedicated motorcycle safety funds could be used to help balance the state's budget. After this change \$126,000 was transferred to the general fund. In the 2015 legislative session the statute wording was changed back to once again protect the funds.

During the biennial Department of Transportation/Office of Traffic Safety 2015 Safety Summit, the Nevada Rider Motorcycle Safety Program held its first ever Motorcycle Safety Forum. This event drew 140 attendees to hear

experts speak on various motorcycle safety topics. During the remainder of the Safety Summit the attendees provided valuable input into the eventual development of the strategies that would be eventually used in the 2016-2020 Strategic Highway Safety Plan.

Updated curriculum was rolled out to training providers across the State. This updated Motorcycle Safety Foundation curriculum dictates additional classroom time to address rider judgment and proper decision making. Approximately 80 percent of training providers are now using the updated curriculum. The few remaining training providers will transition to the new curriculum in April 2016.

During the 2015 Joining Forces statewide meeting, two motorcycle safety topics were presented to the law enforcement attendees: The Detection of DUI Motorcyclists and Effective Motorcycle Stops.

The Nevada Rider Motorcycle Safety Program is working ever closer with the Nevada Department of Transportation (NDOT) to jointly address motorcycle safety issues and projects. NDOT has worked closely with the Nevada Rider Program on various outreach events throughout the year including major motorcycle rallies.

FY 2015 Performance Target: Decrease motorcyclist fatalities from the 2010-2012 three-year moving average of 44 by three percent to the 2013-2015 projected average of 41 by December 31, 2015.

Actual Performance: Nevada's 2011-2013 three-year moving average of motorcyclist fatalities was 47.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
405(f)	\$26,000.00	\$0.00
2010	\$70,000.00	\$0.00
Total	\$96,000.00	\$0.00

Related Projects

TS-2015-NVOTS 658-00079 – Nevada Office of Traffic Safety – Program Management: Motorcycle Safety

Funding Source: 405(f), 2010

Budget: \$96,000.00

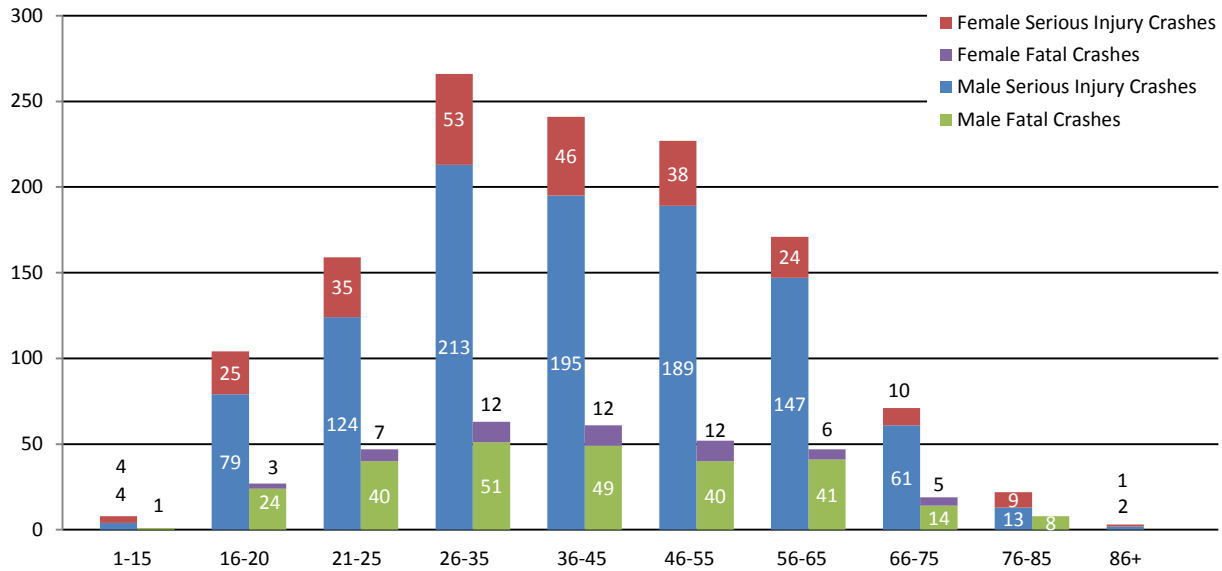
Obligation Percentage Spent: \$0.00, 0%

Motorcycle fatalities have risen in Nevada, while unhelmeted motorcycle fatalities have decreased. On average, roughly 40 to 45 percent of motorcycle fatalities have involved some type of impairment (alcohol and/or drugs). Impaired driving is one of the HSP's critical emphasis areas.

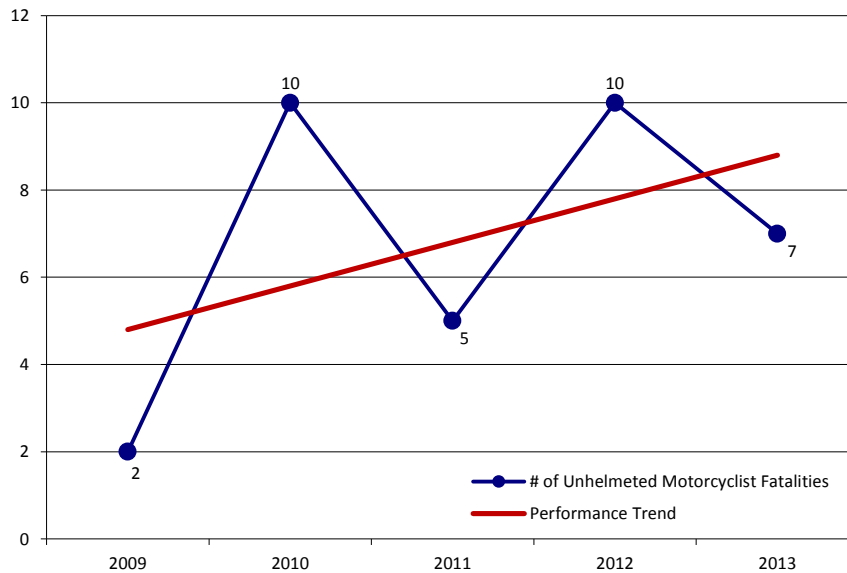
This funding was allocated for the management and operating costs of the Office of Traffic Safety (OTS) motorcycle safety program in the FFY 2015 Highway Safety Plan (HSP). This program also receives fee-based funds from the Nevada Department of Motor Vehicles. It was necessary to expend excess funds from this funding source in 2015. Having both state and federal resources allows the Nevada Rider Program to address its problem areas (with data-supported performance targets) and stay within the requirements of the funding source.

See also project TS-2015-NVOTS 658-00086 in Performance Measure 1.

Motorcyclist Fatality and Serious Injury Crashes, 2010-2014



PERFORMANCE MEASURE 8: UNHELMETED MOTORCYCLIST FATALITIES



In *Countermeasures That Work, A Highway Safety Countermeasure Guide for State Highway Safety Office, Seventh Edition, 2013*, it is reported that motorcycle helmets are highly effective in protecting motorcycle riders' heads in a crash. Universal helmet-use laws rank highly effective in maintaining a high level of helmet use. The Centers for Disease Control and Prevention has determined "the single most effective way for states to save lives and save money is a universal helmet law".

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

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

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

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

FY 2015 Performance Target: Decrease unhelmeted motorcyclist fatalities from the 2010-2012 three-year moving average of eight to the 2013-2015 estimate of six by December 31, 2015.

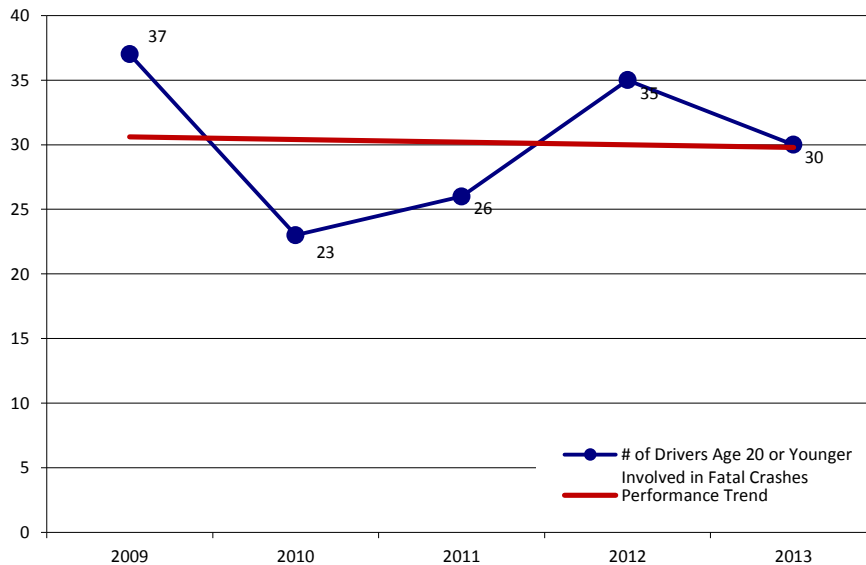
Actual Performance: Nevada's 2011-2013 three-year moving average for unhelmeted motorcyclist fatalities was seven.

*Official 2014 & 2015 data are not yet available.

Related Projects

See projects TS-2015-NVOTS 658-00086 in Performance Measure 1 and TS-2015-NVOTS 658-00079 in Performance Measure 7.

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



Due to their lack of experience, young drivers are more likely to underestimate the dangers of aggressive driving behaviors, distractions and impairment. They are also vastly overrepresented in Nevada traffic fatalities at four percent of the driving population, but 18 percent of fatalities. Teens that die or are seriously injured in crashes are often found to be unrestrained, with multiple vehicle occupants and/or showing positive impairment levels.

Nevada's programs for young drivers were developed to encourage safe driving behaviors, increase awareness of the importance of seat belt use, educate teens on the dangers of aggressive, distracted, and impaired driving; and teach both basic and advanced hands-on driving skills. Nevada aims to build a strong foundation of young drivers with the proper skills and knowledge to be the future of safe driving in our state. In 2015, both of Nevada's young driver programs were highly successful, showing promising growth and reaching thousands of Nevada teens and parents.

FY 2015 Performance Target: Decrease the number of fatal crashes involving a driver age 20 or younger from the 2008-2012 five-year average of 34 to the 2011-2015 estimate of 32 by December 31, 2015.

Actual Performance: Nevada's 2011-2015 five-year average for fatal crashes involving a driver age 20 or younger was 30.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
NDOT-21	\$757,236.00	\$673,075.11
Total	\$757,236.00	\$673,075.11

Related Projects

TS-2015-NVOTS 658-00085 – Nevada Office of Traffic Safety – Zero Teen Fatalities Program

Funding Source: NDOT-21

Budget: \$395,000.00

Obligation Percentage Spent: \$386,172.46, 98%

Zero teen Fatalities was funded to help young Nevada drivers understand the importance of safe driving and the dangers of aggressive, distracted and impaired driving through traditional and social media campaigns, outreach events and competitions spurring peer-to-peer education. The program was internally-managed for FFY 2015, in an effort to increase its growth and effectiveness. Program staff brought teen registrations and other functions online to increase efficiency and the program's presence. The program hosted several major events to educate and recruit teens, in addition to an end-of-the-year awards ceremony honoring top participants. Two challenges were held giving teens the opportunity to create static and video advertisements educating fellow Nevada teens about safe driving issues commonly affecting teens, as well as an overall social media competition wherein registered teens were encouraged to post traffic safety messages to Facebook, Twitter and Instagram to earn points toward prizes.

In its second year, Zero teen Fatalities saw over 2,200 teen registrations statewide, representing 86 Nevada high schools. Over 800 parents were engaged with the program throughout the year. Partnerships were formed with both law enforcement and local businesses, resulting in donations of prizes, food, beverages and event space, as well as meaningful, sustained program growth. The culmination of the program year featured a hands-on driving education event in partnership with Driver's Edge, as well as the previously mentioned awards ceremony and banquet. Over 150 teens, parents and program partners attended the end-of-year events.

Some funds for the management of this program were allocated to project TS-2015-UNLV-00104.

TS-2015-Drivers Edge-00090 – The Payne Foundation, Inc. – Driver's Edge – Teen Safe Driving Program

Funding Source: NDOT-21

Budget: \$362,236.00

Obligation Percentage Spent: \$286,902.65, 79%

Driver's Edge (DE) conducts a free educational program for young drivers (age 15-21) that teaches real life emergency avoidance and response techniques and overall driver safety. DE is taught through a unique combination of behind the wheel and classroom training.

Two of the objectives of DE are to educate a minimum of 2,400 young drivers through the completion of 10 program weekends throughout the state and to maintain total attendance at no fewer than 3,840 drivers and parents. DE was able to meet and exceed both of these objectives by conducting ten program weekends and one Zero teen Fatalities program weekend for a total of 3,771 students, exceeding the objective by 57 percent. 3,298 parents attended throughout the year, exceeding that objective by 129 percent. The statewide combined attendance to date is 48,865.

The remaining objectives of DE are to increase participants driving knowledge through pre and post-tests and to maintain a minimum of 90 percent of participants that feel DE helped them to become safer drivers. They are also tasked with maintaining 90 percent of participants and parents that feel DE should be a required part of driver education and would recommend to their friends. DE maintains a database with student and parent

contact information. The data is submitted to the University of Nevada – Las Vegas, Transportation Research Center to continue ongoing work on analyzing the data and providing recommendations.

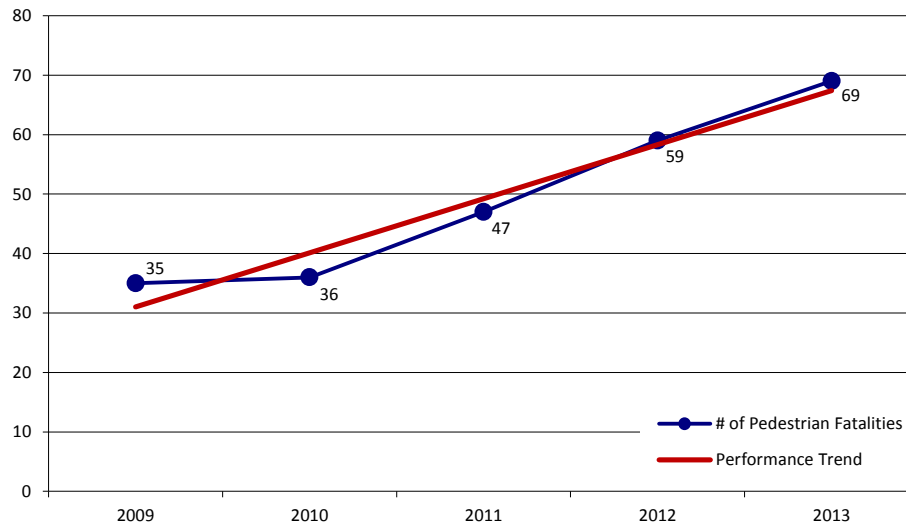
Driver's Edge relied on support from several partners to help make the program a success, including:

- Nevada Highway Patrol
- NDOT
- Las Vegas Motor Speedway
- Regional Public Safety Training Center
- The Plaza Hotel & Casino
- Grand Sierra Resort
- FedEx Office
- Trade Show Technical
- Champion Chevrolet
- Krispy Kreme
- Port of Subs
- Dunkin Donuts
- Monster Energy
- Bridgestone

DE continues to receive excellent media coverage within Nevada. During the 2015 grant year, broadcast media coverage was received from the CBS, ABC and FOX network affiliates in the Las Vegas market and the CBS, NBC, ABC and FOX network affiliates in the Reno market. Coverage included live remotes and pre-event promotional interviews. Driver's Edge was also featured on various radio shows throughout the state, including the nationally syndicated Dr. Daliah Radio Show.



PERFORMANCE MEASURE 10: PEDESTRIAN FATALITIES



The number of fatalities resulting from pedestrian-involved crashes has been subject to several factors over the years including rapid population growth and a resultant delay in creating or non-existence of pedestrian-safe infrastructure. Pedestrian fatalities continue to increase, and at a significant rate: up 17 percent in 2013 over 2012. The most common pedestrian victims are males ages 34-55, and over one-third of them are impaired.

Nevada's pedestrian fatalities typically occur in the Las Vegas metropolitan area, representing approximately 70 percent of the state's total pedestrian fatalities each year. Clark County, where Las Vegas is located, encompasses roughly 75 percent of Nevada's population. Las Vegas was the fastest growing city in the United States for over a decade until 2008, making it nearly impossible to keep up with increasing pedestrian infrastructure needs.

FY 2015 Performance Target: Decrease pedestrian fatalities from the 2008-2012 five-year average of 45 by three percent to the 2009-2013 estimate of 43 by December 31, 2015.

Actual Performance: Nevada's 2009-2013 five-year average for pedestrian fatalities was 49.

*Official 2014 & 2015 data are not yet available.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
402	\$120,000.00	\$112,465.43
NDOT-21	\$176,872.00	\$144,036.73
Total	\$296,872.00	\$256,502.16

Related Projects

TS-2015-UNLV-00030 – Board of Regents, Nevada System of Higher Education, obo UNLV – Pedestrian Safety Education and Outreach Project

Funding Source: 402

Budget: \$120,000.00

Obligation Percentage Spent: \$112,465.43, 94%

This grant provided funding for 75 percent of the salary and benefits for Erin Breen at University of Nevada, Las Vegas (UNLV), salary and benefits for a grant coordinator and wages for 20 hours a week for a student worker. The grant also covers travel for Erin to attend training or conferences and any in-state travel for the student worker to complete their job duties, as well as office supplies, printing and educational items needed for the program. Erin was permitted to use five percent of the budget for bicycle safety events.

This was a very active grant project for Erin and UNLV's Transportation Research Center (TRC). The project's first objective was to increase intense involvement schools from three to six, which was exceeded. They were able to get participation from 25 schools and established a partnership with the Safe Key program, allowing them to have an additional 14 after school presentations. The second objective was to successfully fund, coordinate and launch winning posters for the annual "Save a Life, Win a MacBook" project. They met this goal and have selected the winner, currently displayed on one of the RTC bus shelters and viewable on the website <http://www.pedsafe.info/#!/save-a-life-win-a-macbook-contest/ch6k>. Erin is currently working with NDOT to produce a calendar showcasing all of the 2015 winners. The third objective was to expand employers from the 2014 number by three in 2015. This seems to be the only objective they were unable to complete. There were no new employers added in 2015. The fourth objective was to meet with state legislators to provide them with draft legislation for the 2015 session. Erin was able to complete this objective and several of the bills she helped introduce became laws. The fifth objective was to hold a minimum of two community events to highlight Zero Pedestrian Deaths in 2015. This objective was exceeded as there were over 15 community events that Erin participated in, including a safety fair and bike rodeo at a special needs school. The sixth objective was to partner with law enforcement on a minimum of four pedestrian waves of enforcement. There were six total pedestrian enforcement waves throughout the grant cycle, most during major holidays or back to school. The seventh objective was to educate those who educate drivers at least twice a year. This objective was met as Erin was invited to sit on the Transportation Board for the City of Las Vegas. She also piloted a class with the local courts to teach pedestrians and drivers who receive a citation for violations in crosswalks. Erin was able to get a dozen teachers signed up and trained to teach the class, which will be required by the courts. The final objective was to work with trauma and other data providers to return meaningful pedestrian practices for affecting positive change. Erin worked with the Federal Highway Administration on a road audit and also took part in the Craig Road Safety Audit to look at the data and what can be done in these pedestrian "hot spots".

The program was successful in keeping pedestrian safety issues on the forefront. There were over 38 news stories and two PSAs regarding pedestrian safety. Media was highly involved with most of the activities in this project which helped to promote the message. Getting the pedestrian offenders class approved through the court is huge step in the right direction. Overall this was a very successful project.

TS-2015-BoR, NSHE, obo UNR-00039 – Board of Regents, Nevada System of Higher Education, obo UNR Police Department – Pedestrian Safety Project

Funding Source: NDOT-21

Budget: \$24,700.00

Obligation Percentage Spent: \$23,506.02, 95%

This project was funded to build on the success of prior pedestrian safety projects conducted by University of Nevada, Reno Police Services, with assistance of students from UNR and the Davidson Academy of Nevada. This project's goal is to educate pedestrians and drivers at the University and within the surrounding community about crosswalk safety, with an emphasis on "distracted walking," in order to increase pedestrian safety on Nevada roadways.

The project's young adult target demographic tends to be connected to one screen or another on a very frequent basis. The project asserts that television is one of the best ways to reach this demographic, therefore this project includes funding to work with a local media outlet (FOX 11) to create a media campaign designed to reach the local youth and young adult population. The media campaign utilized various aspects to reach the target population, including a PSA for television, online ads and social media. The project includes University of Nevada, Reno Police Department education and awareness events working in cooperation with ASUN (Associated Students of the University of Nevada) at University sporting events.

TS-2015-RPD-00041 – Reno Police Department – Reno PD Pedestrian Safety Enforcement Program

Funding Source: NDOT-21

Budget: \$54,012.00

Obligation Percentage Spent: \$23,803.30, 44%

The Reno Police Department Pedestrian Safety Enforcement Program (STEP) was funded to prevent injuries to children and adults from pedestrian crashes through increased enforcement and education of cyclists and motorists, focusing on the equipment and skills needed to be competent and stay safe in traffic while obeying traffic laws.

During the grant year the program visited four elementary schools to educate local children about the concept of pedestrian safety while walking to and from school, crossing the street and being around moving vehicles. Program representatives conducted four pedestrian STEP operations and one enforcement event after public outcry over a crosswalk with two fatalities in a short period of time. 538 citations were issued as a result of these enforcement activities.

The Reno Police Department provided 77 hours of officer overtime as match for this grant. The grantee reported internal staffing issues as the reason they were unable to expend more of the grant funds on additional activities.

TS-2015-NLVPD-00097 – North Las Vegas Police Department – Traffic Safety “Look Out for Pedestrians Safety and Education”

Funding Source: NDOT-21

Budget: \$98,860.00

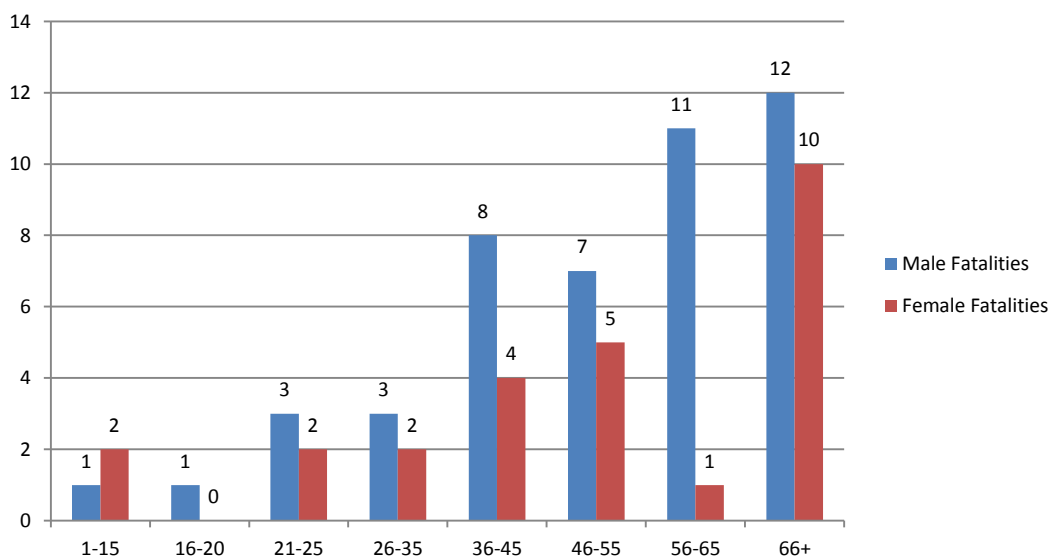
Obligation Percentage Spent: \$96,727.41, 98%

This grant was funded to provide high visibility enforcement and an educational component for pedestrian safety issues in North Las Vegas. There were three main objectives to this project: conduct 15 “Stop, Look and Listen” assemblies for elementary students, faculty and parents at selected elementary schools as scheduling allows; conduct eight driver/pedestrian enforcement events at various crosswalks and/or intersections where pedestrian safety is an issue; and increase public awareness of driver/pedestrian safety issues in North Las Vegas by increasing the number of traffic stops from the projected pace of 780 in FFY 2014 to 819 in FFY 2015, which reflects a five percent increase, and increasing the number of pedestrian violation citations by a corresponding five percent from a projected 190 in FFY 2014 to 200 in FFY 2015.

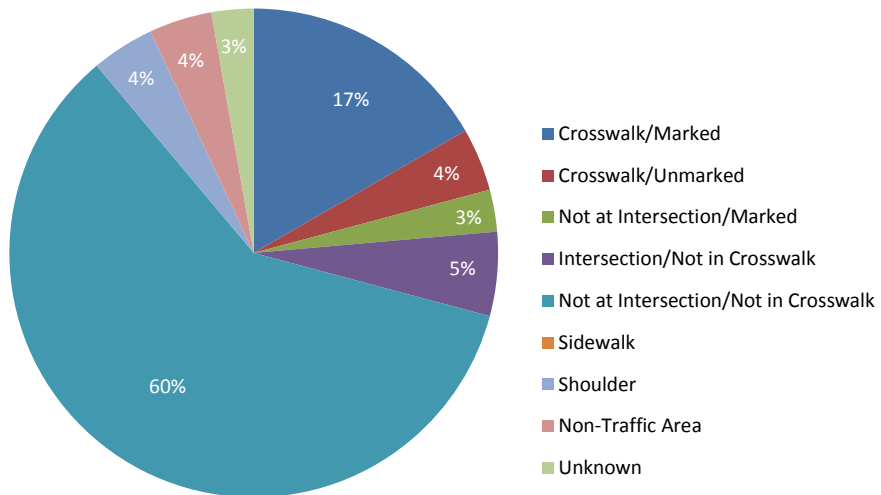
The most challenging part of this project was getting the schools scheduled for the educational presentations. North Las Vegas Police Department (NLVPD) was only able to conduct three of the “Stop, Look and Listen” assemblies they had planned, falling short of meeting that objective this grant cycle. They were able to meet their other two objectives, so overall this was a successful project. NLVPD conducted a total of 15 crosswalk saturation enforcement events, resulting in over 500 citations issued. The majority of these enforcement events were conducted at times and locations where children walk to and from school. NLVPD had a great media presence at these events which helped to increase public awareness.

See also projects TS-2015-NVOTS 658-00022 and 00086 in Performance Measure 1.

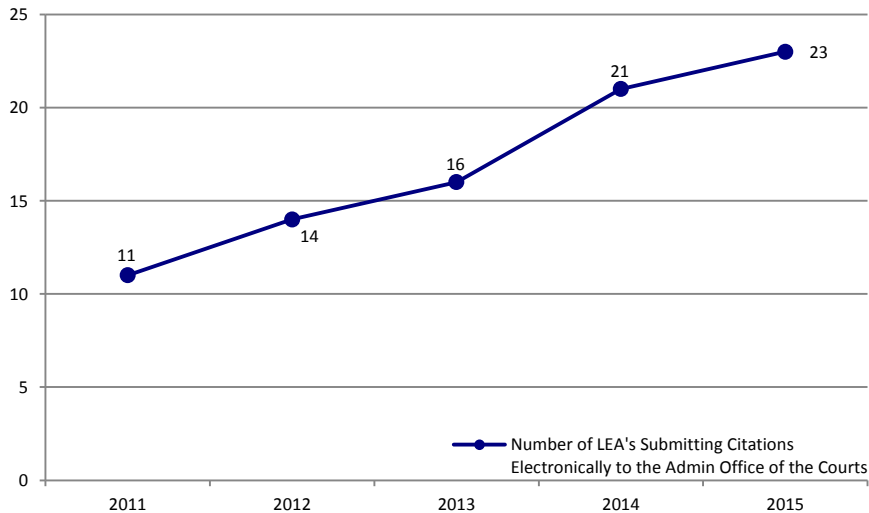
Pedestrian Fatalities by Age and Gender, 2014



Pedestrian Fatalities by Location, 2014



PERFORMANCE MEASURE 11: TRAFFIC RECORDS



2015 was a productive year for the Nevada Traffic Records project. The largest law enforcement agency in the state, which accounts for 32 percent of crash investigations, decided to abandon their disparate electronic reporting system and join the state contracted vendor, Brazos Technologies, for the electronic reporting of traffic citations and crashes. This helped move the project forward because interfacing with vendors outside of the contracted vendor creates IT difficulties, slows the process and potentially corrupts data.

Several Limited Fixed Deliverable grants were issued to law enforcement agencies to provide seed money to allow them to be a part of the electronic crash and citation system. As of the end of the 2015 federal fiscal year, approximately 94 percent of crashes are being reported electronically. The remainders are paper reports that are entered manually into the Nevada Citation and Accident Tracking System (NCATS).

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

A grant provided to the University of Nevada, School of Medicine is funding a project to link trauma/EMS data to crash data, allowing a comprehensive look at the true costs crashes present to society and what can be changed or improved to help create positive crash outcomes. The project so far has had success linking the data from various statewide sources and has used CODES software to assist the project.

Nevada underwent a Traffic Records Assessment (TRA) in the spring of 2015 that provided a thorough examination of what is and is not working the state. The results of the TRA are being reviewed and will help provide a roadmap for future projects as Nevada moves ahead with the development of a comprehensive traffic records system.

Performance Goal

The Nevada Traffic Records program will continue to collect, analyze, and utilize crash data to determine appropriate countermeasure activities and to plan resource allocation.

FY 2015 Performance Target: Increase the number of law enforcement agencies submitting traffic citations electronically to the Nevada Citation and Accident Tracking System to 21 agencies by September 30, 2015.

Actual Performance: There are currently 23 law enforcement agencies reporting traffic citations and crashes electronically.

Funding Levels

Funding Source	Grant Awards	Obligation Expended
402	\$35,000.00	\$0.00
405(c)	\$1,027,308.29	\$409,084.40
408	\$115,184.28	\$115,184.28
NDOT-21	\$311,956.00	\$143,015.85
Total	\$1,489,448.57	\$667,284.53

Related Projects

TS-2015-NVOTS 658-00062 – Nevada Office of Traffic Safety – Traffic Records Coordinating Committee (TRCC) Meetings

Funding Source: 408, 405(c)

Budget: \$15,000.00

Obligation Percentage Spent: \$13,577.55, 91%

This project provided funding to cover travel-related expenses for the members of the Traffic Records Coordinating Committee, allowing for increased involvement from agencies from across the state. Due to the state of Nevada's two main population centers being 450 miles apart and the remaining population dispersed among the remaining 110,000 square miles, the costs to participate in TRCC meetings can be too much for many agencies to bear. This grant substantially increases participation in the TRCC and the diversity of agencies represented.

TS-2015-NVOTS 658-00064 – Nevada Office of Traffic Safety – NCATS (Nevada Citation & Accident Tracking System) Modernization, Traffic Records Fixed Deliverables & Traffic Records Coordinating Committee (TRCC)

Funding Source: 405(c), 408

Budget: \$419,820.00

Obligation Percentage Spent: \$412,443.00, 98%

In furtherance of the goals of the NCATS Modernization project, this grant provided Limited Fixed Deliverable (LFD) grants for portable data collection devices, mobile printers and other equipment and accessories to eleven agencies, enabling those agencies to join as new participating agencies or increase/improve their ability to electronically submit citation and crash data to the state of Nevada.

Agency purchases made through all LFD grants were completed during the grant period. These agencies are now submitting crashes electronically using Brazos Technology software, allowing for more efficient reporting with fewer margins for error.

Sub-grant	Total Funded	Total Spent
LFD-2015-WCSO-00001	\$3,050.00	\$3,050.00
LFD-2015-EsCSO-00004	\$22,928.00	\$18,734.00
LFD-2015-DCSO-00016	\$10,000.00	\$9,940.00
LFD-2015-SPD-00021	\$2,400.00	\$2,375.00
LFD 2015-ECOS-00027	\$20,000.00	\$20,000.00
LFD-2015-DPS NHP-00029	\$8,686.00	\$7,685.25
LFD-2015-MCSO-00037	\$38,905.00	\$38,085.00
LFD-2015-NYCSO-00040	\$199,510.00	\$199,510.00
LFD-2015-CCSO-00041	\$23,825.00	\$23,825.00
LFD-2015-HCSO-00042	\$38,909.00	\$38,567.00
LFD 2015-LYCSO-00043	\$63,343.00	\$61,407.00
Total	\$431,556.00	\$423,178.25

TS-2015-NVOTS 658-00068 – Nevada Office of Traffic Safety – Nevada Citation & Accident Tracking System (NCATS) Modernization

Funding Source: 405(c), 408, NDOT-21

Budget: \$894,689.19

Obligation Percentage Spent: \$144,074.20, 16%

This project funded the Nevada Citation & Accident Tracking System (NCATS MOD) Modernization project and a Limited Fixed Deliverable “mini-grant” program for Traffic Records to assist law enforcement agencies to collect and submit electronic citations and crash records.

There are currently 25 of Nevada’s 31 law enforcement agencies with traffic enforcement duties issuing citations and/or reporting crashes and transferring electronically to the NCATS repository. There are two agencies using vendors other than the state-contracted Brazos Technologies for the collection and transfer of electronic citations and crashes into the NCATS repository and to the Nevada Department of Transportation. The remaining agencies submit paper citations to DMV and NDOT, which enter them into the repository manually on their behalf.

The other portion of this project funds a database developer under contract to work on the NCATS repository and the data transfer mechanism to send data to NDOT. The project funds were underutilized this year in part because the former developer was let go. No funds were expended during the search for a new developer. The new developer was selected, contracted and has been working on the project for two months. The project is necessary because of MMUCC changes to the data collected, and the need to automate the transfer of data between the repository and NDOT.

TS-2015-NVOTS 658-00078 – Nevada Office of Traffic Safety – Program Management: Traffic Records

Funding Source: 405(c), 408

Budget: \$124,939.38

Obligation Percentage Spent: \$97,189.78, 78%

This project provided funding for the management and operating costs of traffic records program projects and efforts in the FFY 2015 Highway Safety Plan. The Nevada Office of Traffic Safety (OTS) managed 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 traffic records projects within that program area.

Nevada's traffic data resources are varied: law enforcement crash reports, trauma center data from motor vehicle crash survivors, the Nevada Department of Transportation crash database and many other partners. Integrating the data and obtaining it in a timely manner for planning purposes is still a challenge, although much improved over the last decade.

OTS conducted a NHTSA Assessment of its traffic records program in February 2015.

TS-2015-NVOTS 658-00082 – Nevada Office of Traffic Safety – Traffic Records Assessment

Funding Source: 402

Budget: \$35,000.00

Obligation Percentage Spent: \$0.00, 0%

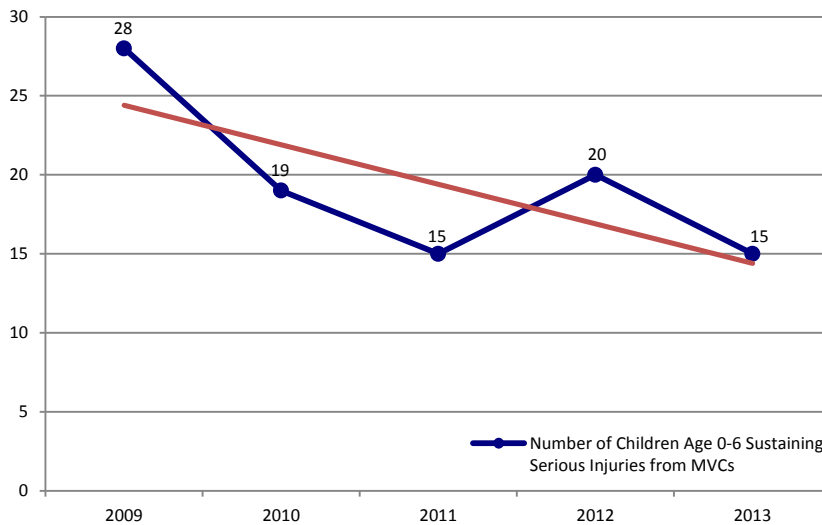
This project was to fund a traffic records assessment. The last Traffic Records Assessment (TRA) for Nevada was in 2010. This grant was initiated and before the project began, NHTSA made available an online TRA. It was decided to use the online TRA and therefore no grant funds were expended.

In the Spring of 2015 Nevada underwent a Traffic Records Assessment. The results of that assessment provided a good measurement of what the current state of Traffic Records is in Nevada, and where there is a need to focus efforts on improvement. Out of 391 assessment questions, Nevada met the Advisory ideal for 100 questions, or 25.6% of the time; partially met the Advisory ideal for 46 questions, or 11.8% of the time, and did not meet the Advisory ideal for 245 questions or 62.7% of the time. Nevada met the criteria outlined in the Traffic Records Program Assessment Advisory 52.6% of the time for Traffic Records Coordinating Committee Management, 0% of the time for Strategic Planning, 36.4% of the time for Crash, 25.6% of the time for Vehicle, 20% of the time for Driver, 31.6% of the time for Roadway, 1.9% of the time for Citation / Adjudication, 31.7% of the time for EMS / Injury Surveillance, and 23.1% of the time for Data Use and Integration.

In the time that has passed since the results of the Traffic Records Assessment were released, we have made substantial progress in several key areas. We have addressed and now fully meet the requirements of 5 additional areas of TRCC Management, 5 areas of Strategic Planning, 6 areas of Crash, and 1 area of Vehicle. Plans are in place to make substantial progress in both the EMS and Driver categories starting after the first of the year.

See also project TS-2015-UNR UNSOM-00021 in Performance Measure 2.

PERFORMANCE MEASURE 12: CHILD PASSENGER SAFETY



The Nevada Office of Traffic Safety's Occupant Protection (OP) program, outlined in Performance Measure Four, addresses the importance of the proper use of seat belts and child restraints in motor vehicles, as well as their interaction with supplemental airbag restraints. The OP program also provides education regarding and awareness of Nevada's occupant protection laws.

Nevada's overall observed daytime seat belt usage rate (front seat, daytime only survey) is well above the national average, but the rate for child seat usage is lower. Although Nevada has a primary child restraint law, the last usage survey showed an average for infants and toddlers using safety restraints at only 55 percent.

University of Nevada Medical Center data show that more than 918 children (ages 0 to 12) were admitted to a Nevada trauma unit from motor vehicle crash injuries from 2005 through 2010. In those instances when restraint use was reported, only 73 percent reported proper restraint use.

FY 2015 Performance Target: Decrease the number of serious injuries to children between ages zero and six from the three-year average of 21 (2009-2011) by five percent to the 2013-2015 estimate of 20 by December 31, 2015.

*Official 2014 & 2015 data are not yet available.

Actual Performance: Nevada's 2011-2013 three-year average for serious injuries to children between ages zero and six was 17.

*Official 2014 & 2015 data are not yet available.

Funding Level

Funding Source	Grant Awards	Obligation Expended
402	\$116,194.00	\$104,984.30
405(b)	\$62,691.67	\$62,443.48
Total	\$178,885.67	\$167,427.78

Related Projects

TS-2015-Nye Comm-00024 – Nye Communities Coalition – Child Passenger Safety

Funding Source: 402

Budget: \$29,805.00

Obligation Percentage Spent: \$29,563.93, 99%

This grant was funded to allow Nye Communities Coalition (NCC) to provide child safety seat inspections and car seat installations on a weekly basis. It allowed them to promote the installation events with more than 50 local organizations and agencies. The primary goals of this grant were to promote awareness, educate at least 400 parents/caregivers on the correct installation of the child safety seat and replace damaged, unsafe or non-existent seats for at least 130 children.

The NCC successfully held fitting/inspection stations throughout the community. During the grant cycle they inspected 221 car seats, replaced more than 211 unsafe or non-existent car seats and provided one-on-one education to more than 200 parents/caregivers at events throughout the community. They participated in two CPS specific events, one of them being a checkpoint in partnership with the Nye County Sheriff's Office, and had a booth at both the Pahrump Balloon Festival and the Back to School Fair where they were able to educate the community. Although they did not reach all of the goals they set, NCC successfully educated many members of the community. Due to their efforts, there are now 211 children in their community that are strapped safely into car seats.

TS-2015-RWFRC-00047 – Ron Wood Family Resource Center – Ron Wood Child Car Seat Safety Program

Funding Source: 405(b)

Budget: \$52,889.00

Obligation Percentage Spent: \$52,640.81, 99.5%

The Ron Wood Child Car Seat Safety Program was funded to provide child seat safety education, awareness, inspections and installation services to residents of the Carson, Lyon, Douglas and Storey Counties, as well as Northern Nevada in general. Ron Wood Family Resource Center (RWFRC) also coordinates efforts with community partners including Carson City Sheriff's Department, Carson City School District, Carson City court system and many other entities to address identifiable needs in the community. RWFRC is currently the only entity in Carson City that provides ongoing child safety services, and with their mobile unit they coordinate with their community partners and their partners in the Northern Nevada region.

During this grant cycle, the program successfully provided child car seats to the local community and surrounding areas including Gardnerville, Minden, Carson City, Hawthorne, Reno and Lovelock while educating parents and caregivers on proper use and installation of their child car seats. RWFRC held 41 Car Seat Safety Events onsite, which is double last year's total. During the 41 events, 204 car seats were sold, 307 car seats were

installed and 361 adults were educated. RWFRC representatives attended 15 off-sites events, partnering with local community projects and businesses where to install 62 car seats and educate 1,159 parents and caregivers, which is three times the previous year. They conducted six off-sites workshops with other state agencies, local schools and businesses where they installed 40 car seats and educated 75 parents and caregivers. RWFRC conducted 12 Family Vehicle Safety Program classes for parents and caregivers who had received violations for improper child restraints in a motor vehicle. They delivered 14,580 flyers to 40 agencies and schools in the Garnerville, Minden, Carson City and Reno areas. They have two CPS Technicians on staff five days per week to provide services to parents and caregivers regarding proper use and installations of child car seats. They also have Spanish speaking CPS Technicians to serve the Hispanic population during the week and at events. RWFRC participated in National Child Passenger Safety Week, inspecting 21 car seats, installing six car seats and educating many adults about issues related to child safety. During the project period, RWFRC sold a total of 235 car seats, inspected 404 cars seats, installed 787 car seats, provided 11 seats for free and loaned seven car seats to low or no income families at their office located in Carson City. The amount of car seat inspections and installations increased substantially through the year, providing local communities with the valuable resource of keeping their children safe while riding in motor vehicles.

TS-2015-Trauma Services-00099 – Clark County Safe Kids – Child Safety Seat Inspection Station

Funding Source: 402

Budget: \$30,000.00

Obligation Percentage Spent: \$28,514.78, 95%

This project provided funding for Safe Kids Clark County (SKCC) to continue operations at their permanent fitting/inspection station by providing salaries to the two lead technicians and car seats for those families that come in with a need for a new seat. During the 2013 grant year SKCC was successful in establishing a permanent location within the Clark County Fire Department at the location on East Flamingo Road and Paradise Road. One of their continuing struggles is to get the firefighters trained as CPS technicians. The firefighters want to be compensated for the 40 hour class time, which is not possible at this time. As a result, there were no firefighters trained during the current grant cycle. SKCC also had the goal of having 1,000 families per year visit the inspection station for education regarding proper use of car seats. They did not quite meet that goal, but they did manage to check 686 seats throughout the year.

SKCC struggled with getting required project documents submitted in a timely fashion. Because they did not sign their project agreement until December 9, 2014, they did not actually begin grant-funded activities until mid-December. It is theorized that they may have met their goal of 1,000 families if they had signed the agreement and begun the project on time.

TS-2015-NVOTS 658-00100 – Nevada Office of Traffic Safety – State OP/OPC Program

Funding Source: 402, 405(b)

Budget: \$22,302.67

Obligation Percentage Spent: \$17,183.67, 77%

This grant provided funding to facilitate Nevada's Child Passenger Safety Advisory Board (CPS AB) operations, including meeting and operating expenses as needed for the CPS offender program, Family Vehicle Safety Program (FVSP) and operating costs for the NHTSA Standardized CPS Technician course throughout the state, with a focus on the rural, hard-to-reach areas. It also supplemented current promotional items and educational

supplies, continued providing educational materials and provided funding to purchase child safety seats and other program supplies as needed.

Goals of this grant included to maintain and/or increase the observed seat belt usage rate by one percent, to recertify a minimum of ten CPS Technicians and to certify 30 new CPS Technicians, as well as to maintain at least a 30 percent retention rate of current CPS Technicians. The final goal was to purchase car seats, CPS supplies and related promotional items to be distributed on an as-needed basis.

The final 2015 observed seat belt usage rate was over 92 percent, which is slightly lower than the 2014 rate of 94 percent. OTS sponsored a booth at the Safe Kids Halloween Carnival providing an educational component in a safe trick or treating environment. There were two CPS AB meetings facilitated, one in Las Vegas and one in Reno, and travel was provided to the board members who needed it. The Office of Traffic Safety (OTS) paid dues for yearly memberships to Safe Kids Washoe County and SafetyBeltUSA, which provides updates and calendars for all things CPS related including new products and current recalls. OTS provided CPS educational materials to Nye Communities Coalition in Pahrump and hosted a CPS Misuse class for Nevada Highway Patrol. There were four first responders that received their CPS certifications. OTS provided "Simple Steps to CPS" DVDs to several partnering agencies, providing them with helpful, easy to understand information in both English and Spanish. OTS also provided a total of 336 car seats/booster seats during the grant cycle, 200 of them being for National Seat Check Saturday on September 19, 2015, where OTS partnered with Nevada Highway Patrol, Clark County School District Police Department and AAA to check and provide car seats in a high-needs area of Las Vegas.

TS-2015-REMSA-00121 – Regional Emergency Services Authority (REMSA) Point of Impact

Funding Sources: 402

Budget: \$43,899.00

Obligation Percentage Spent: \$39,524.59, 90%

The Point of Impact (POI) project was funded to provide education to parents and caregivers regarding the proper use and installation of child safety seats, provide training for child passenger safety technicians and develop a Child Passenger Safety education program for rural communities in Nevada. Data collected by REMSA in 2013 and 2014 indicated that only three percent of inspected car seats had been properly installed. In Nevada an average of 92 crashes a year in the state involve an improperly installed car seat.

Funding for the project began in April 2015, and POI provided six community-based car seat checkpoint events during the grant period, including a Seat Check Saturday event in observance of National Child Passenger Safety Week in September. Trained POI volunteers inspected 89 cars and 120 seats, and distributed 17 seats to families in need at those events, short of the original projection of 120 cars and 168 seats. Marketing strategies included distributing flyers and newsletter notices by the event host, media alerts or press releases the week prior to the event, and social media alerts, all with mixed results. Increasing attendance at publicized events will be key to increasing future event participation and ensuring more children are safely protected as passengers.

POI partnered with Immunize Nevada to participate in one (of two) local Give Kids a Boost event to provide booster seats to children in need, distributing 52 boosters to 38 families. Children had to meet minimum qualifications for booster seat use, i.e., the child must be at least four years old and weigh at least 40 pounds for the family to receive a booster seat. During the grant period, POI helped one special needs client – the family of a premature baby who required a car bed to be loaned to them for transportation home.

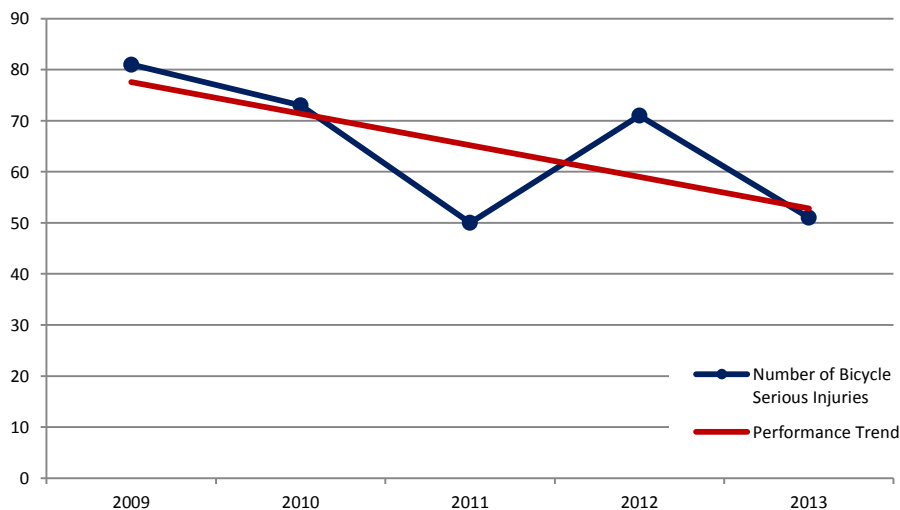
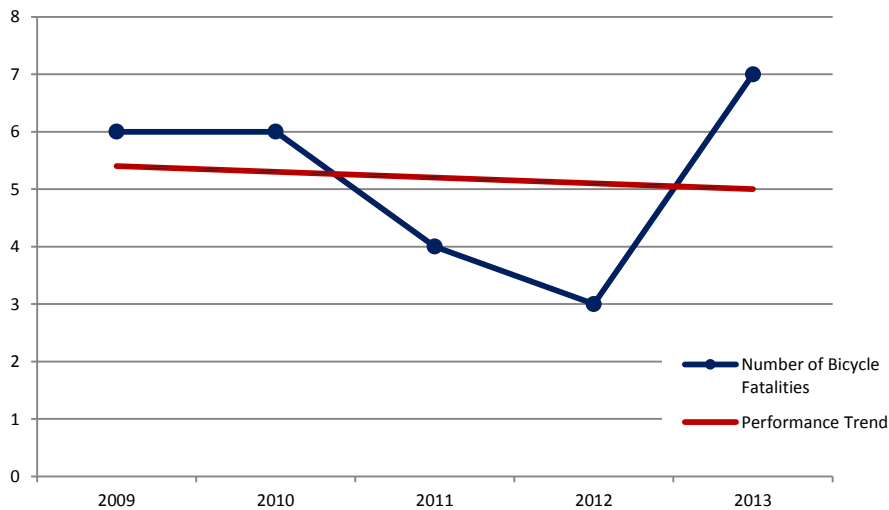
POI's community events included a booth at the Baby Expo hosted by the Reno Gazette-Journal and co-sponsored by Renown Children's Hospital, an Ask the Expert session at the local Babies R Us retail store, and participation with the Children's Cabinet at Children's Day at the Discovery Museum. At this event, a POI volunteer and staff member engaged the children in a craft activity and used the opportunity to talk to an estimated 50 families about car seats and booster seats.

Technician education and retention is a large part of the POI mission. Three scheduled technician update courses were provided in May and June, allowing 20 technicians to earn all six continuing education units (CEUs) required to maintain current certification. Six students became Child Passenger Safety Technicians during the National Child Passenger Safety Certification Training Program course in August. A Certification Renewal Testing course scheduled for September was canceled due to lack of registration. That course is designed for technicians whose certification has lapsed and allows the technician to renew his or her certification during a one-day course, rather than re-taking the entire 30+-hour certification course. Coordination with the statewide Occupant Protection Manager may help to inform agencies about the class.

POI staff attended five monthly Safe Kids Washoe County coalition meetings and two statewide Child Passenger Safety (CPS) Advisory Board meetings as co-chairperson, provided Child Passenger Safety Awareness training to students at Carrington College of Nursing and distributed Not Even for a Minute rack cards – warning about non-traffic dangers in and around cars – to all checkpoint participants.

The committee project's goal to develop a Child Passenger Safety education program for rural communities in Nevada by September 30 was delayed by the challenge in getting timely cooperation by committee members to complete their assigned tasks. The committee estimates that the product will be available to rural communities in late fall/early winter 2015. The goal of this is to produce a number of documents and tools for agencies in rural communities so they can develop their own child passenger safety programs. The project still requires a few additional documents to be added to the final product. POI staff is confident this project will be ready to distribute by the revised completion date.

PERFORMANCE MEASURE 13: BICYCLE SAFETY



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

In 2013 and 2014, bike fatalities made up just over two-and-a-half percent of the total fatalities in Nevada and, in response, we did not plan a lot of bicycle-centered events; however, in the first few months of 2015, bike fatalities rose as much as 700 percent. This changed the agenda and more time was spent adding bike and helmet education to pedestrian education.

The Department of Public Safety, Office of Traffic Safety provides program funding for the Las Vegas Vulnerable Road Users Project at the University of Nevada, Las Vegas, which provides public education for all vulnerable road users, including bicyclists. Support was provided to the Nevada Bicycle and Pedestrian Summit held in May in Henderson. Training sessions included “New Perspectives in Bike/Ped Enforcement,” “Bikes and Peds by the Numbers: Challenges in Seeing Who’s There,” “Economic Benefits of Promoting Cycling: It may actually be about the bike,” “Bicycle Facility Review,” “Advancements in Bicycle Detection,” “Understanding Bicycle and Pedestrian Crashes: Trauma Data as a Tool” and a keynote presentation by the Southwest Regional Director of the International Mountain Bike Association.

The Nevada Department of Transportation (NDOT) supplied over 6,000 bicycle helmets for distribution throughout the year. The donated helmets were distributed through events such as Free Helmet Saturday and a kick-off event for Bike Safety Month in May. Through these and other events, we have given away hundreds of helmets and educated thousands of people.

In June, bike fatalities and crashes were really worrisome, and a press conference was planned and executed with UMC Trauma. The event included advocates, trauma surgeons, law enforcement and a victim that had been recently released from rehab after a crash. The event was covered by every news outlet in southern Nevada.

We have continued our efforts at local elementary and middle schools, partnering with law enforcement to host education assemblies and provide bike helmets to children.

FY 2015 Performance Target: Maintain the level of bicycle fatalities in Nevada at less than two percent of the state’s overall traffic fatalities.

Secondary FY 2015 Performance Target: Decrease the number of bicycle crash serious injuries from the 2008-2012 five-year average of 66 by three percent to the 2011-2015 estimate of 64 by December 31, 2015.

Actual Performance: Nevada’s seven bicycle fatalities were three percent of the state’s overall traffic fatalities in 2013. Nevada’s 2010-2013 five-year average for bicycle crash serious injuries was 65.

*Official 2014 & 2015 data are not yet available.

Related Projects

See projects TS-2015-NVOTS 658-00086 in Performance Measure 1 and TS-2015-UNLV-00030 in Performance Measure 10.

PAID MEDIA AND PUBLIC RELATIONS

Coordination

NDOT Safety Engineering and the Nevada Office of Traffic Safety (OTS) have greatly strengthened their efforts in coordinating the Zero Fatalities program this year. NDOT and OTS worked together to appoint a new Media & Marketing Liaison, who acted as the single point of contact for all media and marketing agencies. This role helped to increase communication between NDOT and OTS, to decrease duplication of efforts and optimize the traffic safety education efforts across the state.

Elements

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

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

The brand promoted these messages across the following channels:

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

Campaigns

In FFY 2015, OTS ran 13 media campaigns, which included both paid and earned media components. The planning strategy for the year was to reduce the number of campaigns from previous years and concentrate the media spend in shorter increments of time, in order to avoid promoting too many messages at once. Below is the list of campaigns conducted:

October 6 – October 26: Motorcycle Safety South (Slow Down, Speed is a Killer)

November 10 – December 7: Occupant Protection (Click It or Ticket)

December 8 – January 4: Impaired Driving (Find a Sober Ride)

January 19 – February 1: Impaired Driving (Find a Sober Ride)

March 11 – March 17: Impaired Driving (Find a Sober Ride)
 March 2 – April 26: Pedestrian Safety (Too Many Pedestrians Die)
 March 30 – April 26: Distracted Driving (Use a Phone Behind the Wheel & Pay)
 May 4 – May 31: Motorcycle Safety South (Slow Down, Wear Gear, Ride Sober)
 June 22 – July 5: Impaired Driving (Find a Sober Ride)
 July 6 – July 26: Motorcycle Safety North (Slow Down, Wear Gear, Ride Sober)
 August 3 – August 30: Pedestrian Safety (Too Many Pedestrians Die)
 August 27 – September 7: Impaired Driving (Be the Designated Driver)
 September 7 – September 30: Motorcycle Safety (Slow Down, Wear Gear, Ride Sober)

Updates & Results

Zero Fatalities greatly increased its online presence this year, running more online videos, radio, banners and promoted posts than ever before. The website (zerofatalitiesnv.com) was also updated this year to include responsive capabilities – meaning that mobile and tablet users now experience the same optimized site functionality as they do on desktop computers.

However, the most significant channel increase the brand has seen this year is in social media. This platform has proven extremely resourceful in traffic safety education; not only can we create more awareness of our key traffic issues, we can also engage directly with the community and hold a two-way conversation. With the priorities of increasing engagement and listening to our social community, the Zero Fatalities Facebook page achieved nearly 16,700 page likes by the end of August 2015, a 67 percent increase from the same time last year.



With the addition of motorcycle safety to the critical emphasis areas, there has also been an increase in Zero Fatalities motorcycle safety awareness communication in conjunction with the Nevada Rider motorcycle safety program. From October 2014 – August 2015, the Zero Fatalities campaigns garnered over 20 million impressions encouraging Nevada riders to ride sober, wear a helmet and protective gear, slow down and get trained and licensed.



NDOT and OTS have continued to coordinate with local community organizations to further expand Zero Fatalities grassroots messaging and outreach efforts. At Las Vegas's First Friday event alone, Zero Fatalities coordinated with the Clark County School District Police Department, Las Vegas Metropolitan Police Department, Community Ambulance, and RTC to reach more than 10,000 people with bike and pedestrian safety messages.

Other partner agencies including the Department of Motor Vehicles (DMV), Nevada Highway Patrol (NHP) Commercial Enforcement Section, Regional Transportation Commission (RTC), the City of Reno and many others have continued to support the Zero Fatalities program through media efforts and community outreach efforts.

Zero Fatalities also initiated a program called Certified Zero, a sub-program of Zero Fatalities that trains and certifies key stakeholders, businesses and government agencies on the Zero Fatalities program and traffic safety goals. This year, Zero Fatalities has presented the Certified Zero presentation five times and has certified 140 people.

Overall, from October 2014 – September 2015, the OTS Zero Fatalities-branded campaigns delivered nearly 150 million impressions. The most recent Zero Fatalities public opinion survey (September 2014) shows that 60 percent of Nevadans have heard of the program (up from 50 percent in 2013) and 77 percent of those polled said the Zero Fatalities campaigns had influenced them to focus on the road and to stop driving distracted.

FEDERAL FUNDING SUMMARY FFY 2015

Program Area/Project	Approved HSP Budget	Sum of Obligations	Sum of Expenditures	Unexpended Balance
NHTSA 402 Funding				
<i>Planning and Administration</i>	245,000.00	376,794.42	226,568.83	150,225.59
<i>Alcohol</i>	370,243.00	320,143.88	287,702.50	32,441.38
<i>Occupant Protection</i>	284,805.00	316,194.00	302,691.73	13,502.27
<i>Pedestrian & Bicycle</i>	582,500.00	582,500.00	475,228.60	107,271.40
<i>Traffic Records</i>	35,000.00	35,000.00	0.00	35,000.00
<i>Speed Management</i>	456,800.00	1,274,523.54	375,175.28	899,348.26
402 Total	\$1,974,348.00	\$2,905,155.84	\$1,667,366.94	\$1,237,788.90
NHTSA 408 Traffic Records	\$162,700.00	\$121,909.04	\$121,909.04	\$0.00
<i>154 Transfer Funds Planning & Administration</i>	1,300.00	0.00	0.00	0.00
<i>154 Transfer Funds, Alcohol</i>	8,700.00	100,141.89	100,141.89	0.00
154 Total	\$10,000.00	\$100,141.89	\$100,141.89	\$0.00
MAP 21 405(b) OP High Funding				
<i>405(b) High HVE</i>	180,000.00	654,437.97	241,310.41	413,127.56
<i>405(b) High Public Education</i>	0.00	15,379.00	15,379.00	0.00
<i>405(b) High Community CPS Services</i>	52,889.00	52,889.00	52,640.81	248.19
<i>405(b) High Occupant Protection</i>	273,975.00	354,001.16	310,613.75	43,387.41
MAP 21 405(b) OP High Total	\$506,864.00	\$1,076,707.13	\$619,943.97	\$456,763.16
MAP 21 405(c) Data Program Total	\$590,825.00	\$1,097,093.29	\$447,782.11	\$649,311.18
MAP 21 405(d) Impaired Driving Mid				
<i>405(d) Impaired Driving</i>	47,000.00	37,000.00	15,184.53	21,815.47
<i>405(d) Mid HVE</i>	436,375.00	1,495,728.79	390,422.93	1,105,305.86
<i>405(d) Mid ID Coordinator</i>	147,314.00	182,314.00	171,917.67	10,396.33
<i>405(d) Mid Court Support</i>	196,656.00	193,656.00	150,694.68	42,961.32
<i>405(d) Mid Training</i>	94,415.00	94,415.00	51,986.34	42,428.66
<i>405(d) Mid BAC Testing/Reporting</i>	0.00	129,240.00	129,237.50	2.50
<i>405(d) Mid Paid/Earned Media</i>	300,000.00	300,000.00	248,550.32	51,449.68
MAP 21 405(d) Impaired Driving Total	\$1,218,760.00	\$2,432,353.79	\$1,157,993.97	\$1,274,359.82
2010 Motorcycle Funds	\$70,000.00	\$100,603.44	\$0.00	\$100,603.44
MAP 21 405(f) Motorcycle Programs	\$26,000.00	\$101,789.43	\$0.00	\$101,789.73
Total Funding All Sources	\$4,559,497.00	\$7,935,753.85	\$4,115,137.92	\$3,820,615.93

GLOSSARY

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

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

OTS PROGRAM AREAS

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

OTS FUNDING GLOSSARY

402	Section 402 of SAFETEA-LU Highway Safety Act Authorization
405(*)	National Priority Safety Programs of MAP-21 Highway Safety Act Authorization (405 (b) OP, 405 (c) TR, 405 (d) AL, and 405 (f) MC)
408	Section 408 of SAFETEA-LU Highway Safety Act Authorization
21	Nevada Department of Transportation HSIP Funding, MAP-21 Highway Safety
2010	Section 2010 of SAFETEA-LU Highway Safety Act Authorization
Cat 10	State Funding: Child Passenger Safety