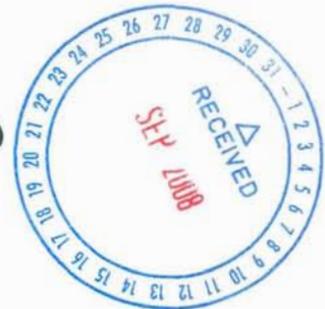


STATE OF NEVADA
HIGHWAY SAFETY PLAN
FISCAL YEAR 2009



Prepared by the
OFFICE OF TRAFFIC SAFETY
DEPARTMENT OF PUBLIC SAFETY

Pursuant to
Section 402, Title 23, USC
(Highway Safety Act of 1966, as Amended)



For the
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

August 24, 2008



Jearld Hafen
Director

Jim Gibbons
Governor

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August 24, 2008

Dear Nevada Highway Users:

On behalf of the Nevada Office of Traffic Safety, I am pleased to present our State's Federal Fiscal Year (FFY) 2009 Highway Safety Plan. This plan is submitted in compliance with the Interim Final Rule, Published June 26, 1997, supplementing Section 402 of the Highway Safety Act of 1966, Title 23 of the United States Code.

This year's plan is a continuation of a series of successful programs that date back to 1966. The current plan has been extensively revised, updated and refined in response to current highway safety trends.

The plan consists of four major elements:

- **The Performance Plan** explains the process used by the Department's Office of Traffic Safety (OTS) to identify problems, propose solutions, establish goals and performance measures and select projects to be funded in Nevada.
- **The Highway Safety Plan** describes specific projects selected through the application review process for funding during the current FFY. Each project is linked to one or more of the problems identified and the goals established in the Performance Plan.
- **The Certification Statement** provides assurances that the State will comply with applicable laws and regulations, financial and programmatic requirements, and is in accordance with the special funding conditions of the Section 402 program.
- **The Program Cost Summary (HS Form 217)** reflects the State's proposed allocation of funds, (including carry forward funds) by program area, based on the problems and goals identified in the Performance Plan and projects and activities outlined in the Highway Safety Plan.

The primary goal of the Office of Traffic Safety is the reduction, in both number and severity of traffic crashes in Nevada. This plan provides the most effective blueprint for the achievement of that goal.

Sincerely,

Jearld Hafen
Governor's Highway Safety Representative
Director, Nevada Department of Public Safety

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Executive Summary

Mission Statement

The Nevada Office of Traffic Safety provides funding and expertise, creates partnerships and promotes education to reduce deaths, injuries and property damage on Nevada roadways.

As directed by N.R.S. 223.200, and in keeping with federal guidelines, the Department of Public Safety - Office of Traffic Safety (DPS-OTS) prepares a Highway Safety Plan (HSP) for each federal fiscal year. The plan offered on the following pages includes the details and funding levels for various projects to improve traffic safety in the State during the fiscal year beginning October 1, 2008.

Impaired driving (alcohol/drugs) is the most common cause of crashes resulting in death. Nevada's percentage of impaired driving fatalities remained fairly flat from 1999 to 2002. In 1999 the percent of impaired fatalities was 44%. For the next three years (2000 – 2002) the percentage stayed at 42% - 43%. A significant increase occurred in 2003 when slightly more than 50% of the fatalities were related to impaired drivers. A decrease in 2004 and 2005 resulted in Nevada's rate dropping below the national average of 39%. In 2006, Nevada increased to just above the national average.

While Nevada's percent of alcohol related fatalities is near average, the rate per Annual Vehicle Mile (AVM) is high. Factors compounding this problem include our explosive growth rate, concentration of population, and alcohol availability 24/7. Safety campaigns, particularly those discouraging impaired driving must be constantly reinforced to reach our new residents as well as those visiting Nevada for recreation or business. Nevada did pass a 0.08 BAC per se law effective September 23, 2003. The increased enforcement in 2004 used the new law to great effect. Since then, constant effort by law enforcement has maintained the pressure and is keeping the percentage of impaired drivers below the national average.

Even with our explosive growth, both traffic crashes and fatalities declined each year from 1999 until 2002. The year, 2002, showed a dramatic increase in fatalities. This increase was apparent in all categories: motor vehicle occupants, motorcycle, pedestrian, and bicycle. In 2003, there was a decrease in total fatalities but an increase in the percentage of alcohol related fatalities. In 2004 and 2005 there was an increase in total fatalities but a significant decrease in alcohol related fatalities. 2006 showed a modest increase in alcohol related fatalities. There was a significant decrease in total fatalities in 2007. The decrease was entirely in Motor Vehicle Occupants, with Motorcycle, Pedestrian, and Bicycles remaining virtually unchanged. This volatility in the numbers and percentages complicates the short-term measurement of effectiveness of efforts to reduce the incidence of impaired driving in Nevada.

Nevada does have a primary law for child restraints (under 6 years old and 60lbs or less). The 2003 legislative session modified this law from children under 5 and under 40 pounds. This change became effective June 1, 2004. While CPS advocates requested a booster seat law for under nine and under 80 pounds, the Legislature maintained these ages and weight limits at the lower levels during both the 2005 and 2007 sessions.

Beginning in 2002, Nevada has participated in aggressive seatbelt campaigns including paid media and enhanced enforcement activities. The results are very encouraging. In 2002, the usage rate starting point was 74.5%. The law enforcement effort combined with paid media has

resulted in a consistent increase in usage rates. The official usage rate reached 94.8% in 2005, an increase of over 27% compared to the 2002 starting point. In 2006 and 2007, Nevada was again over 90%. Nevada's preliminary 2008 usage rate again indicates a percentage of over 90%.

For the fiscal year beginning October 1, 2008, a total of \$2.14 million in federal traffic safety funds will be allocated to innovative traffic safety programs. The \$2.14 million represents new 402 funding plus some 402 carry-forward funds. This document details those plans. At the conclusion of this summary is a review of traffic safety problems in Nevada. This is followed by the objectives, which outline the program goals and provide the measurements used for evaluation of the plan. While the primary goal of this plan is to reduce the number of people killed or injured on Nevada's highways, measurement of objectives within specific program areas will be used to assess its overall effectiveness.

Following the program objectives, details of specific projects constituting the traffic safety program are provided. Most projects are undertaken by community partners, which include law enforcement, engineering, medical services, and nonprofit agencies. Some of these projects are continued from the current year and others will be implemented for the first time this fiscal year. Projects were selected based on DPS-OTS priorities and ranking within those priorities. It is the accumulated impact of all the projects, conducted year after year, that makes the difference.

The projects listed include all funding, sources include: 402, 405, 406, 408, 410 and 2010. Funding charts show percent (%) by program area and share to local for 402, a second set of charts shows the same information for all funding sources combined.

Some projects, such as the development of an innovative traffic records system, are undertaken within the Office of Traffic Safety. Other state agencies, such as the Highway Patrol and the two State Universities, also conduct traffic safety programs. The majority of the programs, however, are conducted by local organizations. It is the combined efforts of all participants that make Nevada a safer place to drive, ride, bicycle and walk.

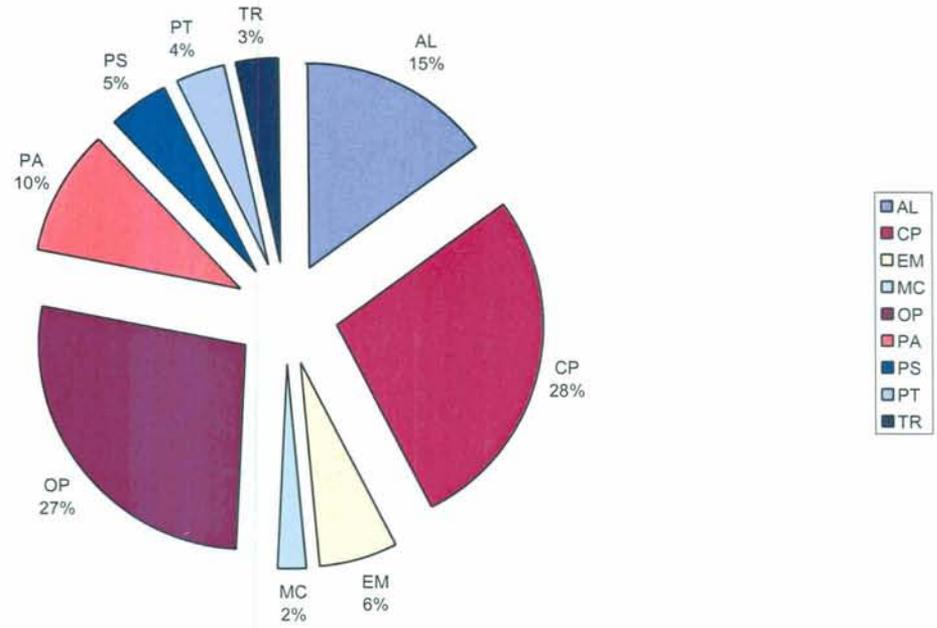
As required by Federal statutes, a detailed cost summary is included. An annual report to evaluate the implementation, administration, and effectiveness of this plan will be prepared in December 2009.

The following charts show the percent of total funding by program area and the distribution by jurisdiction. The first two charts are based on the projected new 402 funding amount and estimated carry-forward for 402. The second set of charts shows the same information with the total projected funding from all sources: 402, 403, 405, 408, 410 and 2010.

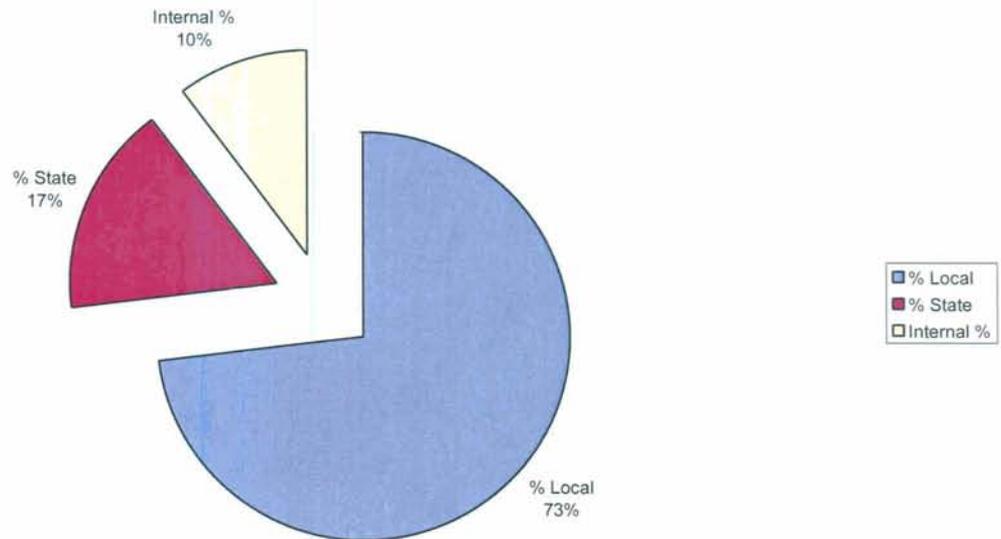
The total anticipated funding for 402 is \$ 2,136,525 (new funding + carry forward).

The total anticipated funding for all sources is \$ 5,991,437.

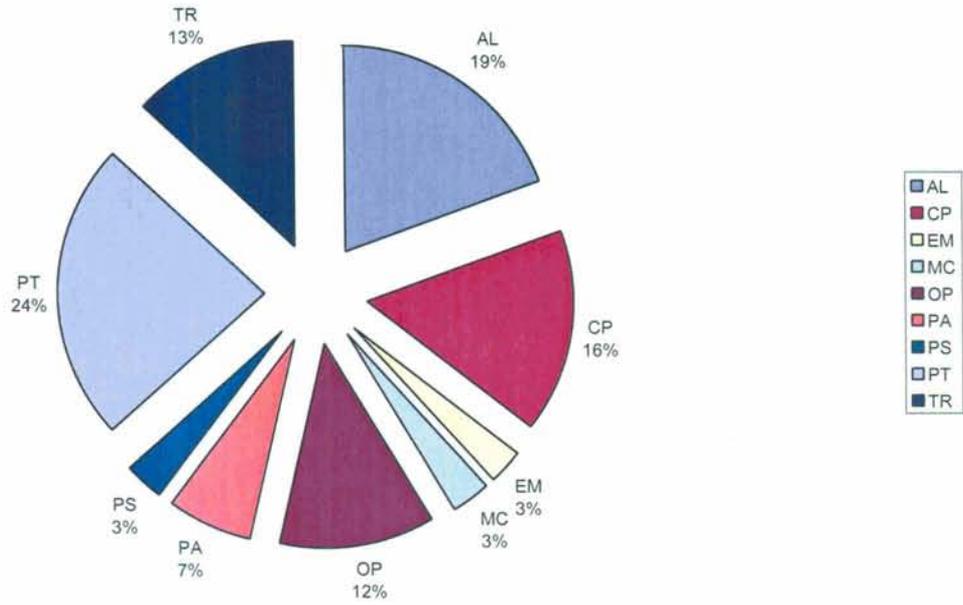
Share by Program, 402 Funding



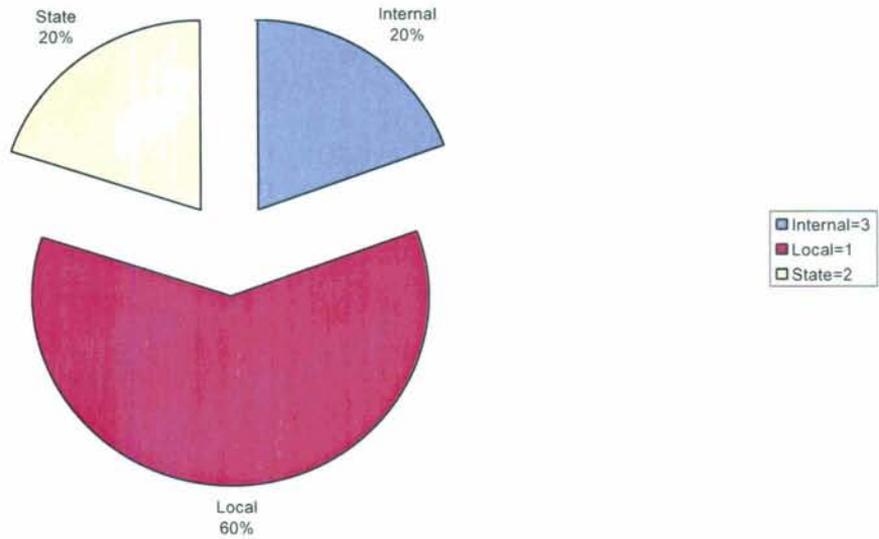
Share to: Local, State, and Internal - 402 Funds



Program Share - All Funding



Share to Local - All Funding



The total projected funding includes: 402, 405, 406, 408, 410 and 2010.

Introduction

The Highway Safety Plan (HSP) outlines both the current traffic safety situation in Nevada and the plan for improving traffic safety during FFY 2009. A major component of the Highway Safety Plan is the projects that will be funded during the year. These projects are implemented by local agencies, community coalitions, regional and state agencies, and cooperative efforts by multiple entities throughout Nevada.

In developing the HSP, Nevada uses two methods of identifying projects/programs for the upcoming fiscal year.

Law Enforcement overtime for special efforts such as CIOT and DUI campaigns are key to the success of the HSP. As such, an OTS program was developed specifically for overtime enforcement. If a law enforcement agency wishes to have overtime funding they must participate in the Joining Forces Program during the Memorial Day CIOT and Labor Day DUI campaigns. After agreeing to these two campaigns any other special events may be selected. Even with these additional events optional, a calendar showing what message/event type is to be used each month. In this way, all agencies with overtime activities will be working on the same program area and all earned media and paid media statewide will have the same message.

The net effect of this program is that the larger agencies participate with 10 to 14 overtime events throughout the year and many double this number by using other funding and their own resources. At the start of the program in 2002, with 9 of 32 agencies, the number of agencies participating has increased and currently has over 96% of the state's population within jurisdictions participating in the program.

In addition all eligible organizations are invited to submit an application for grant funds. A Request for Applications (RFA) is sent to all organizations that have applied within the past three years (successful and unsuccessful) and any new organization/agency that requests a copy of the RFA. These applications were due by the end of March. Applications must identify a problem, be supported by relevant data, and is beyond the current resources of the applicant. The applications must also identify how the funding by OTS will be used to address the problem and what degree of improvement is expected.

All of the proposals received are ranked by office staff and selected individuals with traffic safety expertise specific to Nevada. After this review and ranking process, the overall traffic safety goals of Nevada's Office of Traffic Safety are compared to the new proposals. These areas of concern (priority program areas) were clearly identified in the RFA. If areas of concern are not adequately addressed, funding is reserved for a community partner or appropriate agency whom is then solicited to implement a program in the desired area. The most recent example of a program that was solicited to fill a need was the implementation of a DUI court in Washoe County.

Other funding is also identified in the Plan such as; public information and education programs/materials, training programs, and planning and administrative costs related to the operation of the OTS. State hard and soft matches cover costs not listed in this plan.

PERFORMANCE PLANNING

DATA ANALYSIS

The Nevada Annual Highway Safety Performance Plan is driven by State and local crash data to ensure that recommended improvement strategies and projects are directly linked to the factors contributing to the high frequency of fatal and life changing injury crashes. The ability to access reliable, timely and accurate data helps increase the overall effectiveness of the plan and increases the probability of directing resources to those strategies that will prevent the most crashes and assists in identifying locations with the greatest need. Data utilized in the development of the Highway Safety Plan is obtained from:

- Fatality Analysis Reporting System (FARS)
- Nevada DOT Annual Crash Summary (NDOT)
- Nevada Citation and Accident Tracking System (NCATS)
- Nevada Department of Motor Vehicles Special Reports
- Occupant Protection Observational Survey Report
- Nevada Highway Patrol 'Safe Stat'
- University of Nevada Las Vegas Transportation Research Center
- NHTSA Special Reports
- Emergency Medical Services NEEDS / NEMESIS
- State Demographer Reports

PROBLEM IDENTIFICATION

Strategies and projects included in the Highway Safety Plan are based on; 1) the analysis of Nevada highway safety information system data, 2) program assessments and management reviews conducted by NHTSA, and 3) the Nevada Strategic Highway Safety Plan. Statewide strategies and projects are developed by the staff of the Nevada Department of Public Safety – Office of Traffic Safety, who cooperates with other State, local and non-profit agencies. Local strategies and projects are developed by working with interested agencies and organizations that have expressed an interest in implementing a safety project in their community or area of responsibility. Negotiations are conducted, when needed, to develop measurable goals and objectives and to ensure that budgets are appropriate for the work to be performed. Key stakeholders include but are not limited to:

Nevada Department of Transportation
NV Office of Emergency Medical Services
STOP DUI
Attorney General Advisory Commission
NV Sheriffs and Chiefs Association
Regional Transportation Commissions (MPO)
Various non-profit organizations and agencies
NV DPS Office of Criminal Justice
Nevada Traffic Records Committee

Nevada Department of Motor Vehicles
Nevada DPS Highway Patrol
MADD
State CPS Task Force
Safe Kids & CPS Advocate Groups
University of Nevada (Reno & Las Vegas)
Health Child and Family Svc (EUDEL)
NV Committee on Testing for Intoxication
Northern NV DUI Task Force

PERFORMANCE GOALS

Performance goals identify what the Office of Traffic Safety hopes to accomplish by implementing the strategies and projects outlined in the Annual Highway Safety Plan and are developed by:

- Reviewing goals and objectives contained in the Nevada Strategic Highway Safety Plan
- A review the problem areas identified during the analysis process
- In consideration of Nevada laws and statutes, and
- In collaboration with other stakeholders

Nevada has chosen to use a rate for measuring progress. This will help ensure the extreme growth in population and vehicles is taken into account when identifying success. To be as current as possible, Nevada uses fatalities and crashes per 100,000 population. Sources are non-imputed FARS fatalities, NCATS, and demographic estimates of the population for the corresponding year. The performance measure for each program area is shown in the project by program area section.

PROJECT SELECTION

State, local and non-profit agencies are provided a request for application for projects that address DPS-OTS performance goals and strategies. Applications are selected based on the following:

- Was the problem adequately identified?
- Is the problem identification supported by accurate and relevant data?
- Will this project save lives and reduce serious crashes?
- Are the goals and objectives realistic and achievable?
- Is this project cost effective?
- Is the evaluation plan sound?
- Does the project address a critical areas contained in the Nevada Strategic Highway Safety Plan

MONITORING AND TECHNICAL ASSISTANCE

Two aspects of performance planning often overlooked are monitoring and technical assistance. Projects awarded to State, local and non-profit agencies are monitored to ensure work is performed in a timely fusion and in accordance with the project agreement. Monitoring is accomplished by observing work in progress, examining products and deliverables, reviewing quarterly activity reports and on-site visits.

In addition to monitoring projects and programs, DPS-OTS technical staff provides assistance to project managers on an as needed basis. Assistance includes providing and analyzing data, purchasing and fiscal management, reporting, and project management.

ANNUAL REPORT

After the end of the federal fiscal year, each project is required to submit a final report detailing the successes of each project funded during the year. This information is used to evaluate future

projects and to substantiate the efforts of the DPS-OTS in reducing fatal crashes and serious injuries.

Problem Identification

Demographics

In identifying traffic safety issues, it is important to understand how the extreme demographics within Nevada contribute to the problem. There are two metropolitan areas in Nevada: Las Vegas on I-15, 40 miles from the California border; and Reno, 450 miles to the north and just 10 miles from the California border on I-80. As more and more people move to these two areas they are finding less expensive housing within 70 miles of each city. Even at 70 miles from the "city center" the commute time is usually just over an hour.

As a result, if the two areas are defined as a circle with a 70-mile radius, 96+% of Nevada's population live in these two areas. The balance of Nevada (roughly 300 miles by 500 miles) has less than 4% of the population. For the greater Las Vegas area, fewer than 50,000 of the 1,851,000 metro population lives outside of the city's urban area. For the greater metro area of Reno/Sparks, 194,000 of the total population of 603,000 live more than 30 and less than 70 miles from downtown.

The traffic safety problems within Nevada are the typical problems of a metropolitan area compounded by extraordinary growth rates that are exceeding the infrastructure and growth of resources. The rural areas of the state present a particular problem as they encompass 73% of the geographical area with only 4% of the population.

When reviewing this data, the Office of Traffic Safety classifies Clark County as an urban county, (98% of Clark County's population is in the greater Las Vegas Metropolitan Area). Washoe, Carson City, Lyon, and Douglas Counties are also considered as urban in character (population over 50,000). Storey and Churchill counties in the Reno area and a small corner of Nye County, in the Las Vegas area are within the 70-mile zone and are also growing. Of these counties only Nye and Churchill are mostly rural. We are tracking this subset of rural counties as they are developing "bedroom" communities for the urban areas and significantly increasing the commuter traffic on the predominately two lane roads and highways. The balance of the State is classified as rural/frontier.

Fatalities

Nevada had an unusual circumstance from 1999 to 2001. The actual number of fatalities decreased while the population increased at the highest rate in the Nation. Fatalities were down by 13.9% and the population was up by approximately 20%. Starting in 2002, the trend has been upwards in both fatalities and population. Fatalities during the 2002 to 2005 period were up 36.4%, from 313 in 2001 to 427 in 2005. The population continues to grow at an extraordinary

rate, for example, Las Vegas estimates over 6,000 people and 3,000 new vehicles are added each month.

Over the past four years (2003 –2006), all four categories (motor vehicle, motorcycle, pedestrian, and bicyclists) have shown increases. Motor vehicle occupant fatalities increased until 2006 and then had a significant decrease in 2007. Motorcycle fatalities jumped in 2004 from previous lower levels but may be flattening out (at the higher level) based on 2007 data. Pedestrian deaths have been trending down but at a slow rate (a problem with motorcycle, pedestrian, and bicycle fatalities is that the numbers are relatively small and thus prone to wide fluctuations in percent change).

TRAFFIC FATALITIES – NEVADA 1991 - 2007

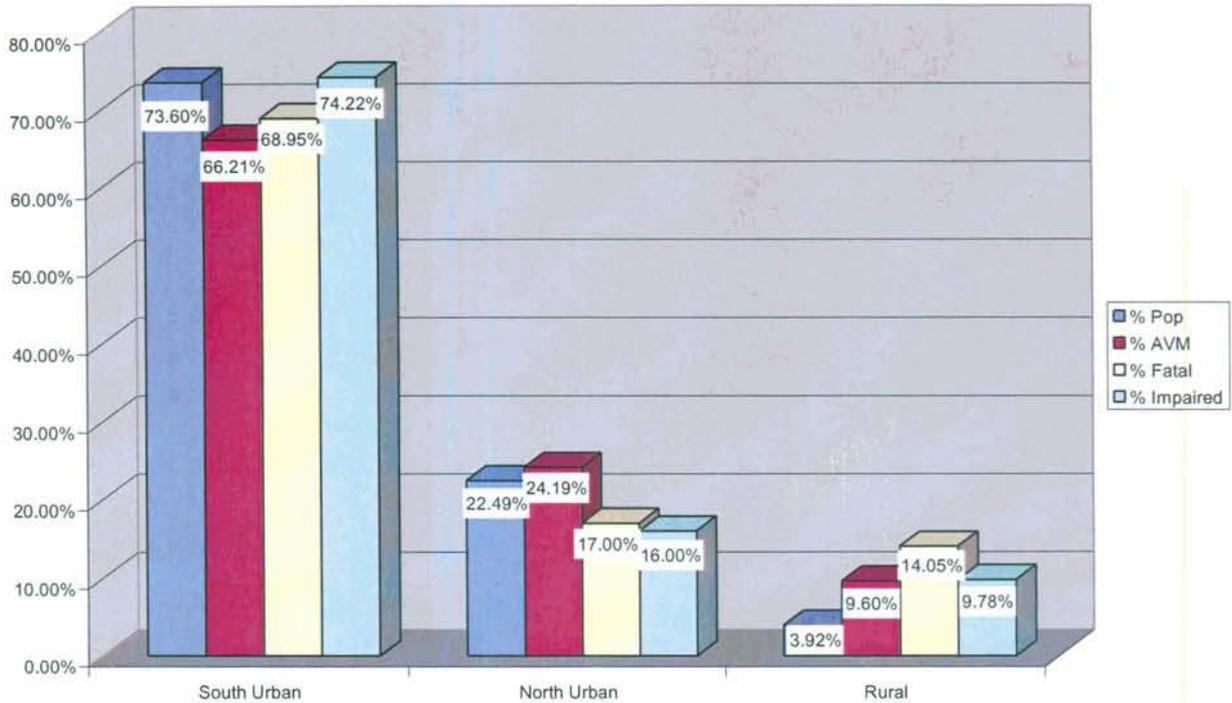
Year	Motor Vehicle	Motorcycle	Pedestrian	Bicyclists	Other	Total
1991	237	18	40	3	*	298
1992	200	19	31	4	*	254
1993	195	14	45	9	*	263
1994	209	18	55	10	2	294
1995	226	21	61	3	2	313
1996	254	19	68	6	1	348
1997	255	23	60	8	1	347
1998	297	13	46	5	0	361
1999	253	14	70	8	5	350
2000	250	21	46	5	1	323
2001	241	21	46	4	1	313
2002	284	33	57	6	1	381
2003	267	25	66	10	0	368
2004	270	48	62	14	0	395
2005	306	51	60	10	0	427
2006	319	49	54	10	0	432
2007	257	51	55	10	0	373

When the fatality rate per AVM is used for Nevada it reveals a different picture of the problem within the state.

While the population/vehicles on Nevada’s roadways is increasing by 6% to 10% each year, the miles driven has only increased 6% over the past three years in total. Much of the reason is in the combination of location of the major metropolitan areas and the concentration of population in those two areas.

With 96% of Nevada’s population living within a mean distance of 35 miles from work, the commute distance is relatively low. The heavily populated area of Las Vegas is essentially a 12 to 15 mile radius. The 10’s of thousands of visitors who drive to Nevada have limited exposure on Nevada highways, since the large majority comes from California. Las Vegas is 275 miles from Los Angeles with only 40 miles in Nevada. Reno is 230 miles from San Francisco with only 10 miles in Nevada. The following chart shows the relationship between fatalities, impaired fatalities, population, and AVM.

% Comparison, Three Regions of Nevada (2004-2006 average) Population, AVMT, Fatalis, Impaired



The Las Vegas metro area has over 72% of the population with only 64% of the AVM and 62% of the fatalities. The Reno metro area shows similar percentages in all categories, while the rural areas have 2 ½ times the AVM and 4 times the fatalities compared to their population.

Much of the difference between urban and rural Nevada AVM is related to the 5 major highways that traverse our state:

- I-80, across the northern part of Nevada, total miles is 410 (84 urban and 326 rural);
- I-15, across the southern part of the state, total miles 122 (103 urban and 19 rural);
- US 50 east/west through central Nevada, total miles 463 (70 urban and 393 rural);
- US 95 (western north/south route), total miles 640 (140 urban and 500 rural);
- US 93 (eastern north/south route), total miles 706 (140 urban and 566 rural);

There are a total of 537 urban miles and 1,751 rural miles for these five major highways. Resources are extremely limited for the rural 1,751 miles of major highways as only 4 % of the states population lives in these rural areas.

In setting goals and identifying problems Nevada has chosen to concentrate on the fatality rate for the state/region as appropriate. To Nevada, this is the true “bottom-line”. The rate is calculated based on fatalities per 100,000 population to reflect the most current information.

Alcohol/Impaired Driving

Impaired driving (alcohol and/or drugs) continues to be a serious problem in Nevada. Impaired driving was responsible for 36% of all fatalities during 2007 (134 of 373). Nevada passed a 0.08 BAC law during the 2003 session (effective September 23rd, 2003). Additional legislation was passed in 2005 that included felony offenses for all subsequent convictions after the first felony conviction (no look-back limitation).

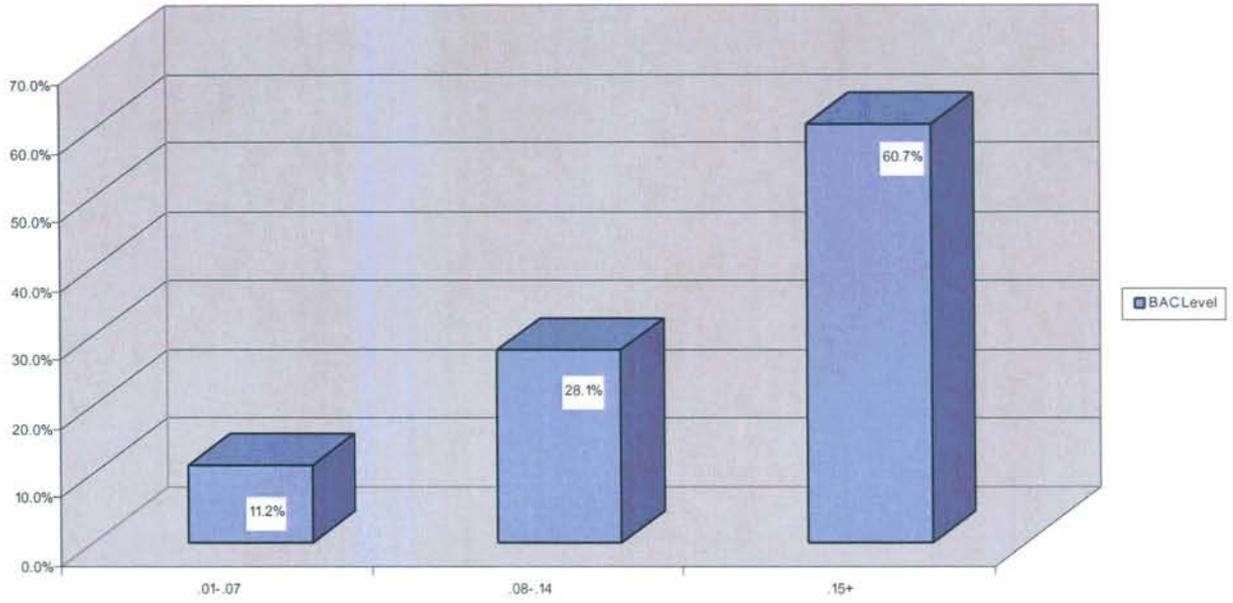
After many years of effort, Nevada finally achieved a percent of impaired fatalities that was slightly below the national average. However, because of the relative low AVM driven in Nevada (see discussion above in Fatalities), Nevada ranked 8th in the nation in impaired fatalities per AVM in 2006.

The hardcore abuser, high Blood Alcohol Content (BAC) driver, continues to be a major problem in Nevada. The chart on the following page is representative of the BAC levels found in fatal crashes. This pattern holds true for individual age groups (including underage drinkers, 18 - 20).

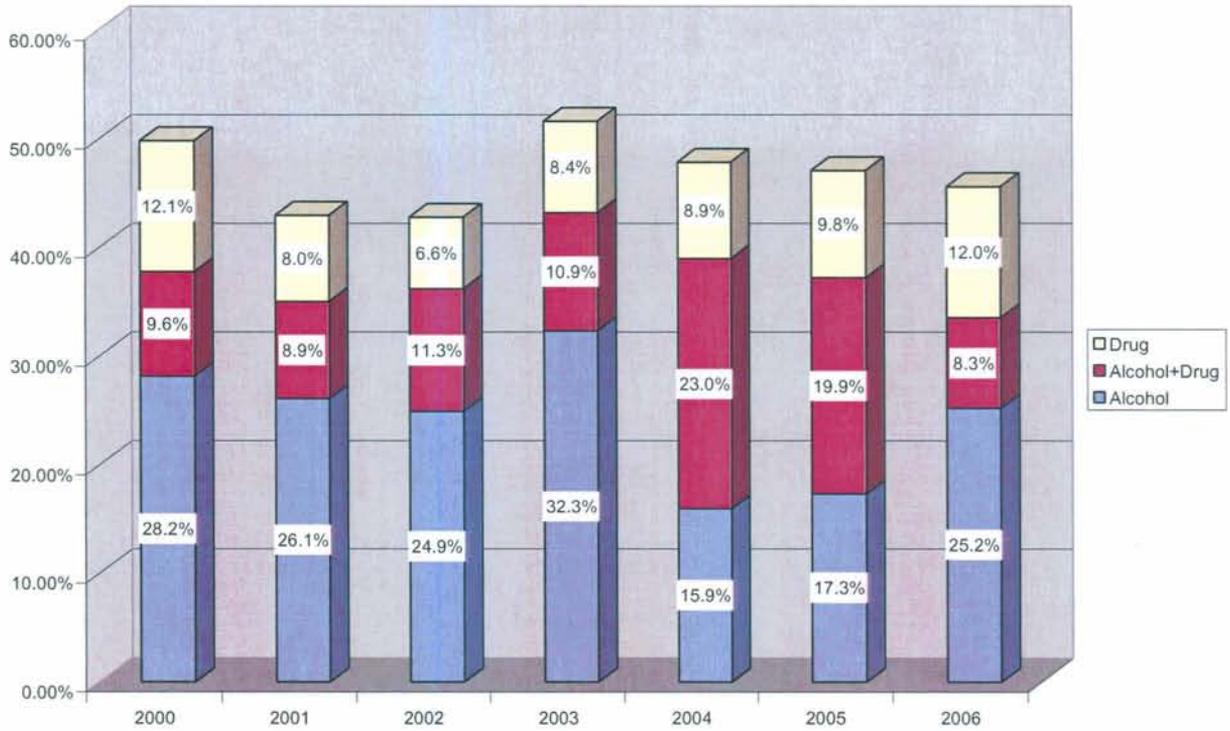
As these drivers are the hardest to reach, consistent methods must be maintained to identify and remove these individuals from the roadways. In addition, these people are typically alcohol dependent and once identified special emphasis needs to be placed on correcting the alcohol problem or these individuals will continue to drive impaired.

An additional problem for Nevada is while progress has been made in reducing the percent of alcohol impaired drivers, some of the decrease in alcohol related fatalities is hidden by an increase in drug only related fatalities. Since 2000, there has been significant increase in the number of impaired drivers that are drug only drivers. The chart on the following page shows the increase in drug related fatalities since 2000 (both alcohol + drug and drug only).

Percent BAC Level: 2004 & 2005



Percent Impaired Fatalities by Type of Substance, Nevada, 2000 - 2006

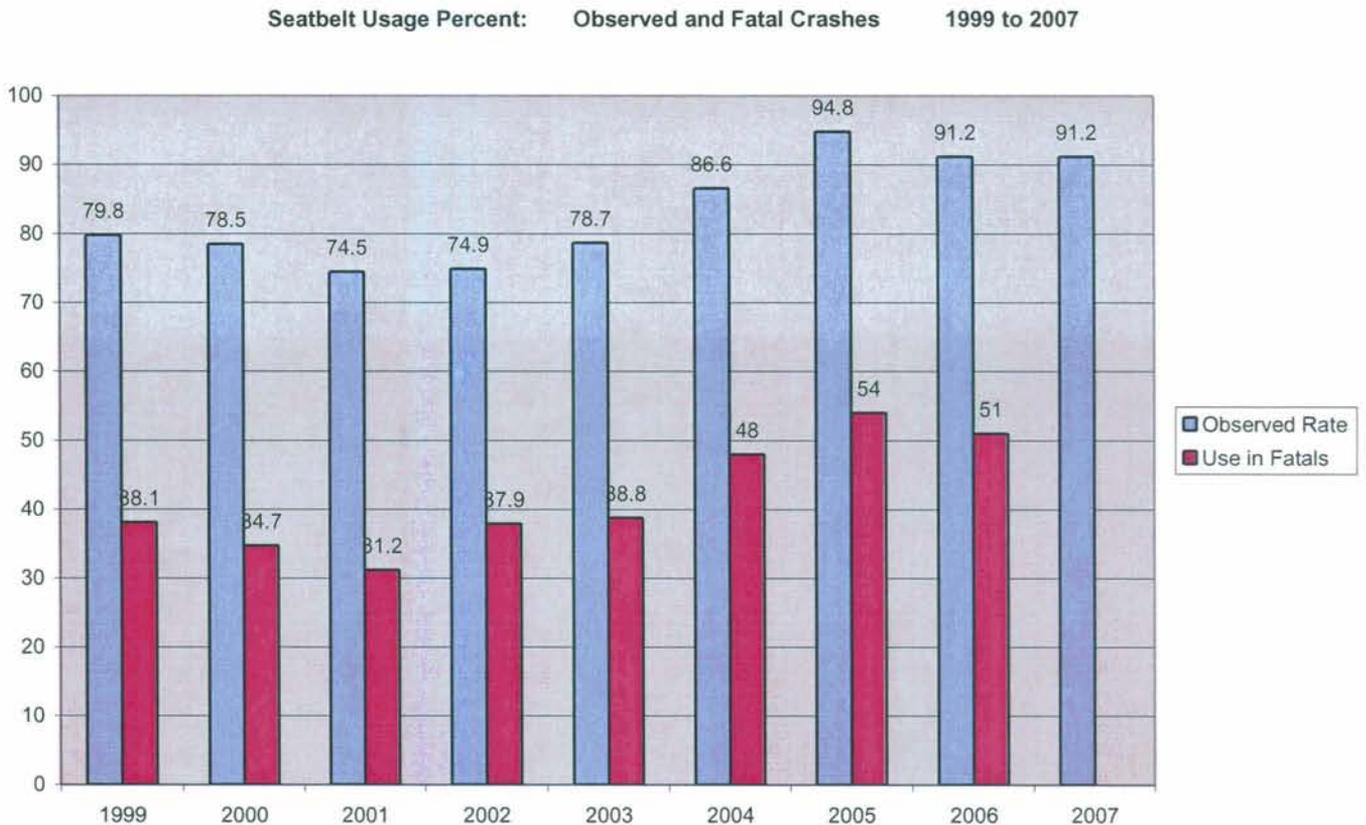


Occupant Protection

Nevada is a secondary seat belt law state. The rate for 2002 was 74.5%. The findings for the 2007 usage survey show that Nevada was at 91.2%. This is the third year that Nevada exceeded 90% usage rate. Preliminary information is that Nevada will once again exceed 90% usage for 2008. Consistent enforcement and paid media have resulted in a 27% increase in the usage rate since 2002.

While the overall usage (shoulder belt survey) is well above the national average, the rate for child seat usage is only 62%. Much more work is needed in this area. Nevada does have a primary law for under age 6 and under and 60 pounds or under (this was increased from 5/40 in 2004).

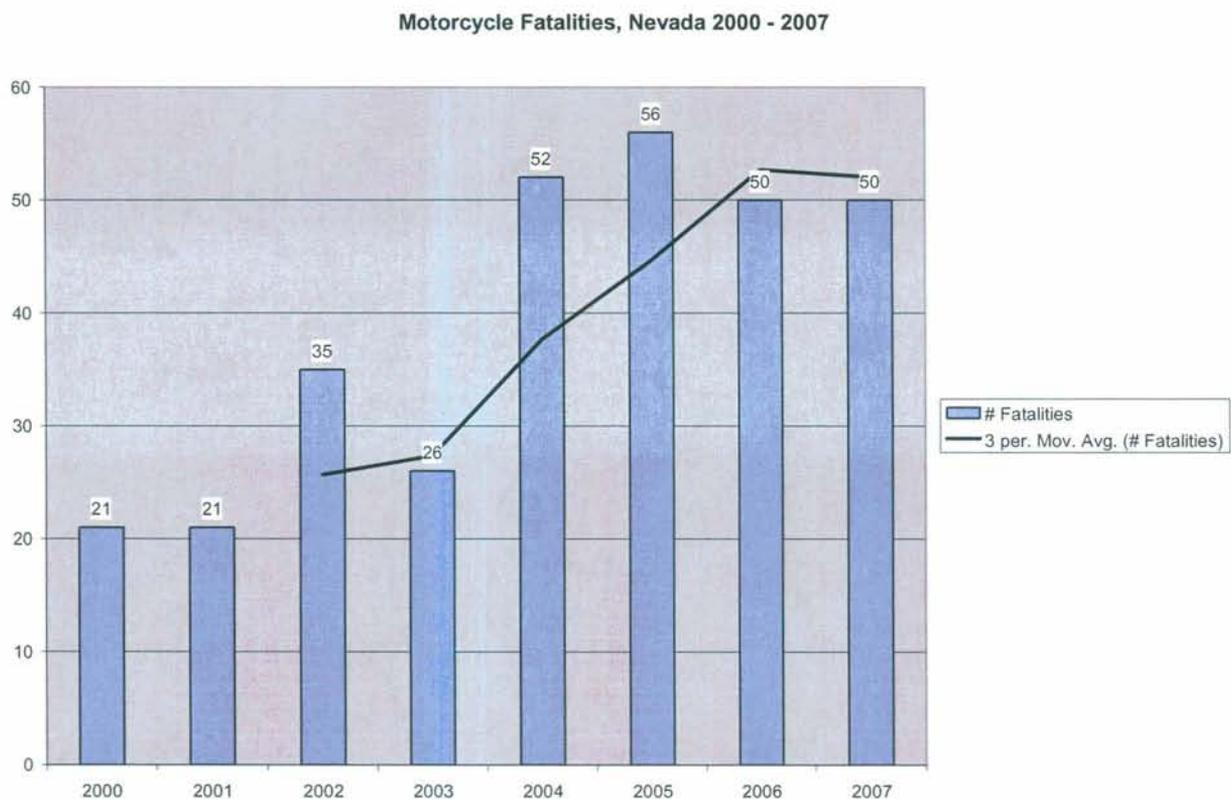
The restraint use by fatal occupants in motor vehicle crashes is still far too low. For 2002 the overall seat belt use rate was 44.7%. The use rate for MVO fatalities is 51.4% for 2006, while still very low this represents a 15.0% improvement.



Motorcycle

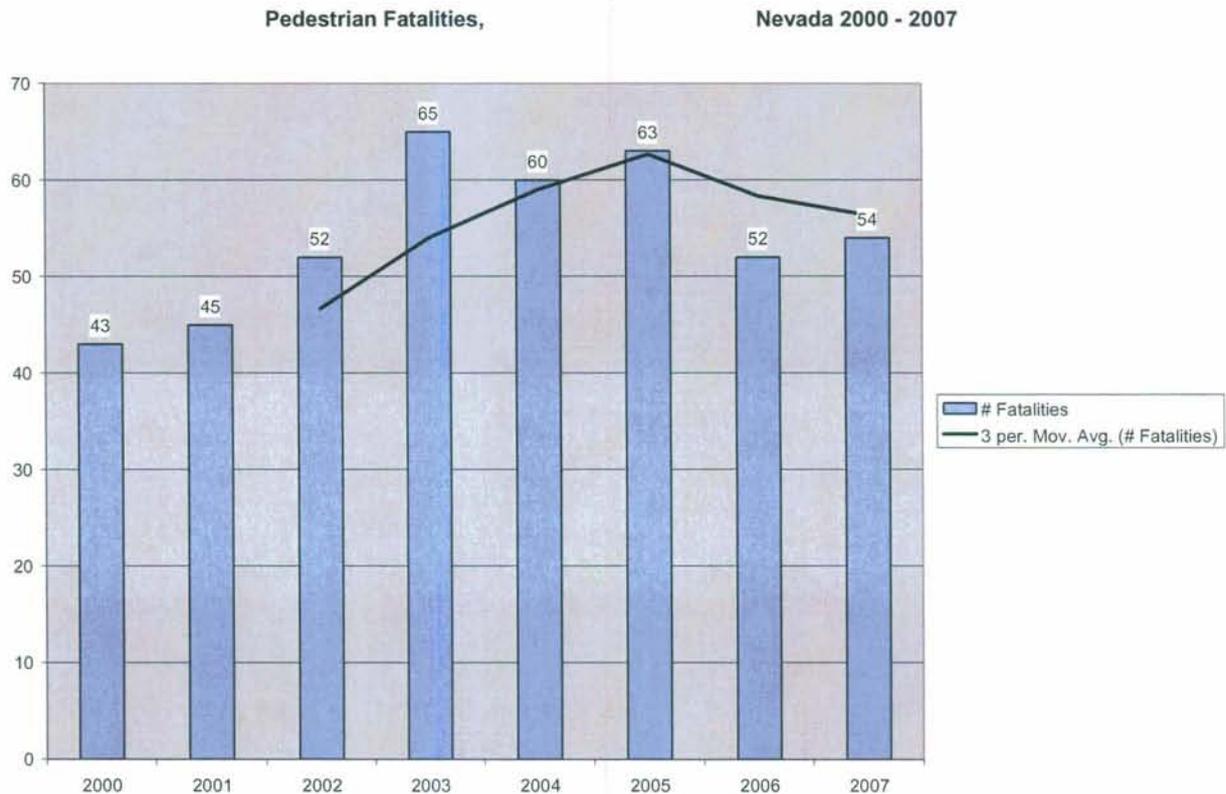
The fatalities for motorcycle crashes are still subject to large percentage swings but the trend is upward for the past few years. After a significant increase in 2004, there may be a leveling in the number of fatalities. Nevada is experiencing the same problems as many other regions of the country. Older riders returning to motorcycling are finding the performance of current machines far different than they were use to and traffic is much heavier leading to increased crashes in this older age group. The second group experiencing problems is the younger rider that is buying the high performance motorcycle, which exceeds their riding skill.

Nevada has excellent new rider and experienced rider programs. Capacity issues will be the limiting factor in continuing the growth of the program in the near future (the capacity relates to the course locations/facilities available, not the number of instructors).



Pedestrians

The majority of the pedestrian fatalities occur in the Las Vegas metropolitan area (76% in 2006). Even with approximately 40 million visitors per year the pedestrian fatalities are not the visitors but the residents of Las Vegas. The 24/7 nature of the gaming/hospitality industry means individuals who work in this industry are going to or coming home from work at all hours of the day/night. An additional complication to the pedestrian fatality problem is the infrastructure. Wide, multilane streets; high speeds; poor lighting in areas; minimal sidewalks; long blocks; etc., are conditions that have created an “unfriendly” environment for pedestrians.



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**PROGRAMS, PROJECTS, STRATEGIES,
AND PERFORMANCE MEASURES**

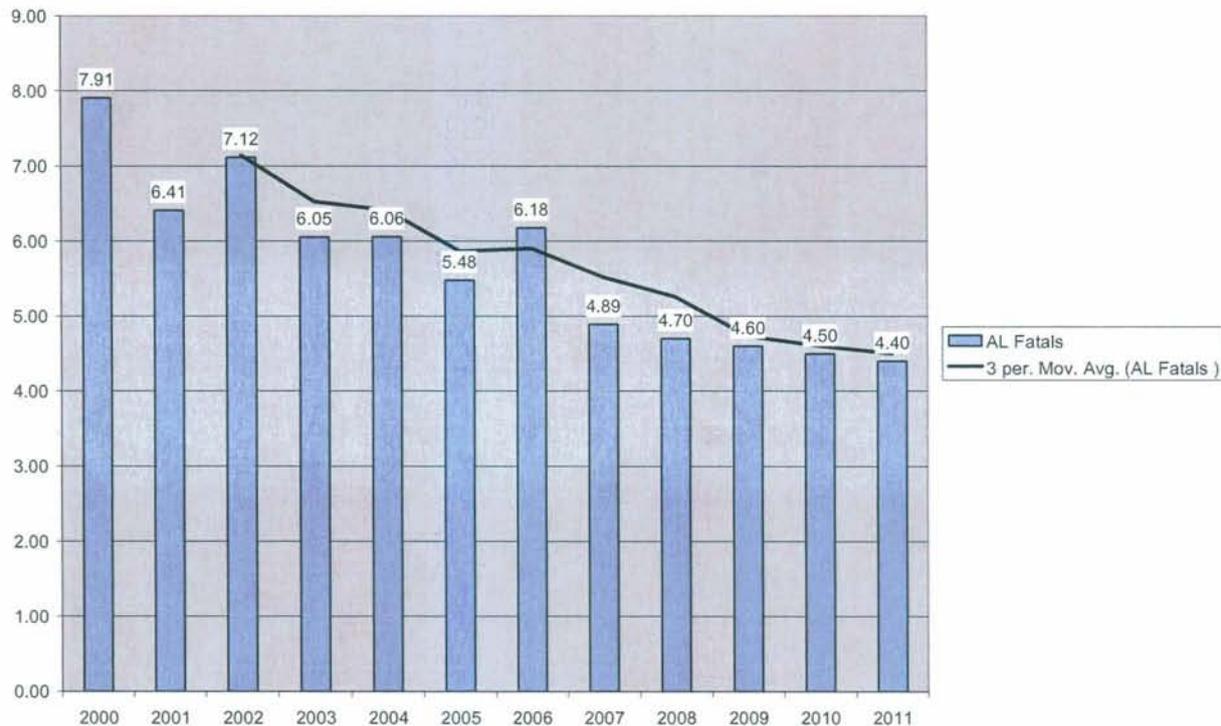
FFY2009

ALCOHOL IMPAIRED DRIVING

The Nevada Department of Public Safety - Office of Traffic Safety, in cooperation with other state and local agencies, has a comprehensive program to combat impaired driving. The key elements of the plan include prevention, deterrence, treatment and rehabilitation.

Despite the many activities and programs to reduce impaired driving, alcohol continues to be a significant problem for Nevada. The percentage of alcohol and drug related crashes and fatalities spiked significantly in 2003, dropped again in 2004 and 2005 and increased again in 2006 (based on most recent NHTSA FARS data). The State impaired fatality rate per vehicle miles traveled (alcohol related fatalities per 100 million VMT) was the 8th worst in the nation in 2006.

Alcohol Fatalities per 100,000 Population Actual 2000 to 2007 - Forecast for 2008 to 2011



PERFORMANCE GOAL

Through public education and enforcement programs, continue to reduce the trend in alcohol-related fatalities and serious injury rates.

PERFORMANCE MEASURE

Reduce the number of persons killed in alcohol/drug-involved collisions from 6.31 to no more than 4.50 by calendar year 2010.

STRATEGY

- Emphasize driver education through well-publicized enforcement of State DUI laws supported by earned and paid media and appropriate PI & E material. (Nevada Strategic Highway Safety Plan strategy #2 and #5).
- Continue to expand support to the judicial system and encourage the development of new DUI Courts and prosecutor training.
- Continue to expand the use of technology to reduce impaired driving such as:
 - Breath Ignition Interlock Devices
 - Internet based monitoring of DUI offenders
 - Simulators and demonstration devices (Seat Belt Convincer) for school and other education programs.
- Continue to foster an effective statewide impaired driving action committee (the Nevada Attorney General Advisory Coalition on Impaired Driving).
- Utilize the Office of Traffic Safety Law Enforcement Liaison to enhance the capabilities of Nevada's law enforcements ability to enforce Nevada DUI laws.
- Continue to encourage Law Enforcement Agencies to conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage drinkers (Nevada Strategic Highway Safety Plan strategy #2).
- Promote increase community programs emphasizing alternative to driving impaired such as: designated driver, rides for impaired drivers (with and with/out getting vehicle home, and public transportation).

ALCOHOL IMPAIRED DRIVING PROJECTS

Total Section 402 Funding Committed to Impaired Driving:	\$ 318,567
Total Section 406 Funding Committed to Impaired Driving:	\$ 122,204
Total Section 410 Funding Committed to Impaired Driving:	\$1,214,122
Total Funding Commitment to Impaired Driving:	\$ 1,654,893

402 Programs

28-AL-3 Reno Police Department – Motors Program \$ 54,500

The Reno PD has recognized the need to increase the enforcement of impaired driving laws in their city. Under this project, the City of Reno will provide their police department with 2 additional motorcycle officers annually for three years, with the provisions that these six officers be dedicated strictly to DUI enforcement and traffic enforcement duties. This is the third year of the three year grant to provide motorcycles for these six officers.

29-AL-5 Office of Traffic Safety – Judicial/Prosecutor Outreach \$ 25,000

This will fund an annual outreach effort for judges and prosecutors to present an eight hour course on issues related to the prosecution and adjudication of DUI offenders. Partnerships for this program include the National Judicial College and the Prosecutor’s Advisory Coalition.

29-AL-7 Office of Traffic Safety – Alcohol Mini-grants \$ 12,000

This provides a source of funding for small, onetime events for alcohol programs. These are limited to \$ 2,000.00 per award and are for projects that can take advantage of ideas that were unforeseen at the beginning of the grant process.

29-AL-9 Lincoln County Sheriff’s Office – Impaired Driving \$ 42,000

This project will equip each patrol unit for Lincoln County SO with an in-car video unit to aid the adjudication of DUI offenders. Lincoln County is geographically larger than Maryland with less than 5,000 total population and these units will effectively be the “back-up” for the arrest at court.

410 Programs

28-K8-18-2 Washoe County Alternative Sentencing – DUI Court \$ 81,586

This is the second year of a three year grant agreement for Washoe County Department of Alternative Sentencing. This project provides funding for a case manager for the supervision and management of individuals that are participating in the treatment program available to offenders convicted of either a 1st or 2nd DUI charge. A unique aspect of this program is that any limited jurisdiction judge may use this service. In the first year, four judges have begun participating and the program is on target to have a self-sustaining case load within the three year grant agreement.

28-K8-18-3 Las Vegas Metro Police Dept. – DUI Van \$100,000

In the second year of this three year project, Las Vegas Metro Police will purchase and deploy a mobile DUI van during weekends and special events to pick up and process drivers who are suspected of driving a vehicle while under the influence. The van is considered a multiplier in that it encourages DUI enforcement by patrol (non-traffic) officers, who often are hesitant to make these types of arrests.

28-K8-18-6 Las Vegas Justice Court – DUI Court \$100,000

This DUI Court Program is a court-supervised, comprehensive treatment collaborative designed to deter future drinking and driving offenses by addressing core problems in treatment. It follows the nationally recognized specialty court standard and uses a team approach lead by a Justice of the Peace and representatives from the District Attorney’s office, Public Defender’s Office, Clark County House Arrest Unit, and treatment providers. This is the second year of a three year project.

28-K8-18-16 Second Judicial Court – DUI Court \$100,000

This is the second year for a felony level DUI court treatment program for the Washoe County District Court (2nd Judicial District Court). This became a serious need with the passage of a bill specifically authorizing the treatment option for the felony level offender (with specific restrictions). This program was started during the second quarter of FFY 08 with funding reserved for this purpose upon passage of the legislation.

29-K8-18-1 Office of Traffic Safety – Program Management \$ 80,000

This project provides funding for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of the Section 410 funds and includes management of the sustained enforcement and publicity efforts. Included in this project is funding for the printing of brochures and pamphlets and distribution of literature and media materials developed through successful projects.

29-K8-18-2 Joining Forces Program Management \$ 30,000

This project provides funding for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of the Joining Forces Program.

29-K8-18-3 Planning and Administration – Section 410 \$ 60,000

This project provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects funded by Section 410.

28-K8-18-4 UNLV TRC – Home For The Holidays (Safe Rides) \$ 32,400

This project provides funding to help off-set the costs of free rides home for individuals after consuming alcohol during the parties common during the Christmas through New Years holiday period. The program is very popular because not only does the individual(s) receive a ride but the vehicle is also delivered to the home.

28-K8-18-5 Attorney General’s Advisory Coalition on Impaired Driving \$ 15,000

An assessment of alcohol programs and a special management review conducted in 2004 & 2006 recommended a cabinet level impaired driving task force. Through the efforts of the DPS-OTS, a coalition on impaired driving was established as an advisory to the Nevada Attorney General in 2006. Funding in this project provides for video conferencing, meeting rooms, travel and other expenses.

29-K8-18-6 Office of Traffic Safety – PI & E – Impaired Driving \$ 25,000

This provides funding for PI&E items for distribution year-round and is available to law enforcement, courts, DMV, and other applicable agencies.

29-K8-18-7 Office of Traffic Safety – Law Enforcement Liaison \$ 20,000

An impaired driving and occupant protection assessment and a management review recommended Nevada DPS-OTS contract the services of a Law Enforcement Liaison (LEL) to coordinate enforcement activities with Law Enforcement agencies. This project, funded by Section 403, 405 and 410 awards, provides the funding for the contract services recommended by NHTSA.

29-K8-18-8 Joining Forces – Section 410 Overtime Funding \$407,340

This funding provides for over time by law enforcement to conduct impaired driving events using STEP, Saturation, and/or DUI Checkpoints during FFY 2009.

29-K8-18-9 Office of Traffic Safety – Paid Media – Impaired Driving \$ 162,796

The Drunk Driving, Over the Limit Under Arrest impaired driving enforcement/media campaign is conducted over the Labor Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard-hitting, paid media message combined with stepped-up enforcement of impaired driving laws. This project will provide funding for State funded paid media for the Federal Fiscal Year 2009 effort.

406 Programs

29-406AL-1 Office of Traffic Safety – Program Management \$ 15,000

This project provides funding for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing and evaluation of the Section 406 funds.

29-406AL-2 Office of Traffic Safety – Paid Media – Impaired Driving \$ 107,204

This funds advertising for Impaired Driving that occurs during events that are not conducted in relation to the National Crack Down (Labor Day).

COMMUNITY PROGRAMS

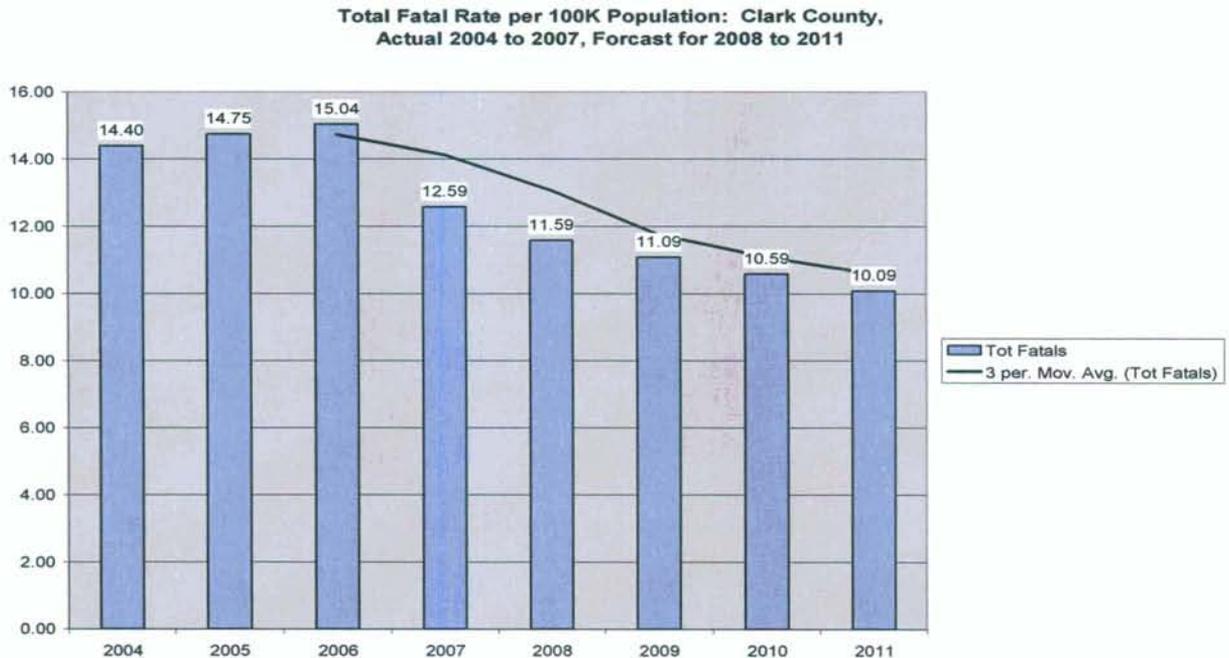
Community Programs are conducted by a wide variety of agencies and coalitions. By their nature, these projects often include several areas of traffic safety which are often based on the priorities established for their respective coalition. Nevada DPS-OTS recognizes the valuable contributions made by community oriented programs to reducing traffic fatalities and serious injury. A Safe Community is one that promotes injury prevention activities at the local level to solve local highway, traffic safety and other injury problems using a "bottom up" approach involving its citizens.

Safe Communities use an integrated and comprehensive injury control system. They build broad coalitions, identify problems, use estimating techniques to determine economic costs associated with traffic related crashes, conduct program assessments from a "best practices" and prevention perspective, implement plans with specific strategies and conduct evaluations to determine the impact and cost benefits of programs.

PERFORMANCE GOAL

Maintain the downward trend in Nevada's traffic related fatalities and injuries by continuing to support local, regional, and statewide coalitions and their partners.

PERFORMANCE MEASURE



Effectively utilize the Community Programs to reduce the fatality rate in Clark County to no more than 10.60 fatalities per 100,000 population in 2010.

29-CP-1 Office of Traffic Safety – Program Management \$ 35,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

27-CP-6 Douglas County – CPS Fitting Station \$ 16,304

This project, conducted by the Douglas County Sheriff Office, will establish a permanent child safety seat fitting station that will be open two days per week and by appointment. The fitting station will be located at the Sheriff's Office and two local fire stations, manned by trained sheriff personnel.

29-CP-2 Nye Community Coalition – Driving Safety Through Education \$ 16,493

This project will use a computer simulator to help provide increase awareness of driving issues for beginning drivers. The Nye Coalition is uniquely qualified to reach out to youth because of access to the community and ongoing youth efforts.

29-CP-3 Clark County School District – Driver Training Curriculum \$ 52,092

This is the first year of a project to develop a standard curriculum for driver training in the Clark County High Schools. Drivers training is now a required subject in high schools after passage of a related law last legislative session.

29-CP-4 Payne Foundation – Driver's Edge \$ 170,000

This helps off-set costs associated with this non-profit organization that provides a no cost to participant with a hands-on experience and training of desired driving skills to include skid control, panic braking, and avoidance procedures. Funding is for only events held in Nevada as this program is offered in various parts of the country.

29-CP-5 Office of Traffic Safety – Mini-grants \$ 15,610

This project enables the Office of Traffic Safety to provide effective and timely education to the public through traffic safety community coalitions and partners. Upon application, DPS-OTS offers mini-grants to qualified organizations to conduct education and enforcement programs. Maximum awards are limited to \$2,000 per agency per year

29-CP-6 UNLV-TRC – Pace Program \$ 40,000

This is a year long program on traffic safety targeting high school age drivers. By partnering with the Drivers Edge Program and creating a competition between teams of teen drivers on safety issues an effective program has been developed. This started as an idea by the Safe Communities Coalition of Las Vegas and is now a solid program for youth outreach.

406 Programs

29-406CP-1 Office of Traffic Safety – Program Management \$ 15,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 406 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-406CP-3 University Medical School – Injury Prevention Research \$ 150,000

This project will utilize the technical expertise of the University of Nevada School of Medicine to provide OTS and our safety partners with an analysis of traffic crashes and fatalities from 2006 – 2007. The University Staff will utilize the latest state crash data contained in the DPS crash files and data obtained through the university Medical Center Trauma Center. The initial focus of this project will be on providing detailed analysis of pedestrian crashes in Clark County.

29-406CP-4 Office of Traffic Safety – Professional Development \$ 20,000

Providing DPS-OTS a funding source for courses, conferences, and seminars, this project will enhance the professional development of internal staff and partners within the traffic safety community.

29-406CP-5 Office of Traffic Safety – Printing \$ 7,000

Throughout the year, DPS-OTS has requirements to conduct public media events (press events) and publish general traffic safety brochures, reports (HSP and Annual Reports) and handouts to support community coalitions and organizations. This project provides funding for contract public relations services and printing.

29-406CP-7 Office of Traffic Safety – Interactive Web Site \$ 40,000

The interactive web site will enable anyone to learn of the efforts and successes of the Office of Traffic Safety. Areas contained in the web site would include: Data, Trends, Best Practices, Programs, Funding, Applications for Funding, HSP, Annual Report, SHSP, Calendar of Events, etc.

29-406CP-8 Office of Traffic Safety – Marketing Specialist Program Mgr. \$ 85,000

With the increasing complexity of the programs and new partnerships developed by the Office of Traffic Safety, this position will help coordinate the marketing of the successful programs whether OTS or our Partners.

29-406CP-9 Office of Traffic Safety – Marketing Mgr. – Program Support \$ 20,000

This funding will help support the Marketing Specialist in the course of their responsibilities.

29-406CP-10 Office of Traffic Safety – PI & E \$ 15,000

This provides funding for PI&E items for distribution year-round and is available to law enforcement, courts, DMV, and other applicable agencies.

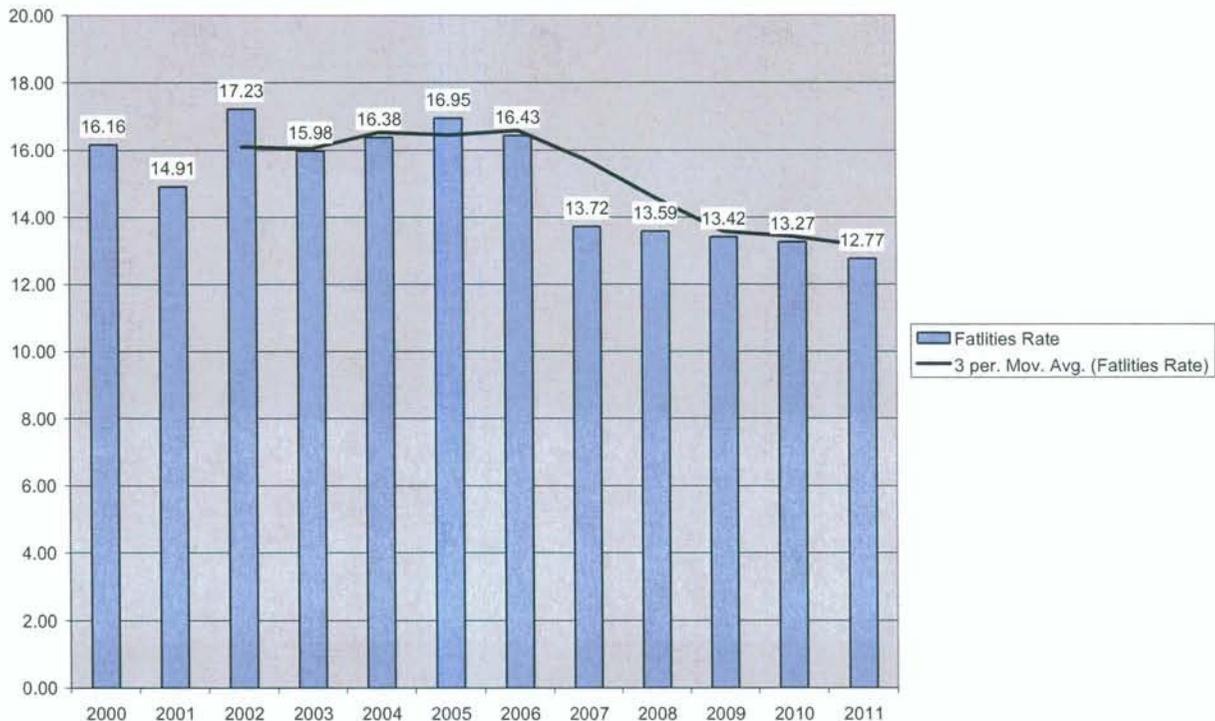
29-406CP-11 Office of Traffic Safety – Mini-grants \$ 12,000

This provides a source of funding for small, onetime events for alcohol programs. These are limited to \$ 2,000.00 per award and are for projects that can take advantage of ideas that were unforeseen at the beginning of the grant process.

EMERGENCY MEDICAL SERVICES

Support is primarily provided to rural community fire and volunteer departments to help reduce delays in providing medical services to victims of motor vehicle crashes. Primary emphasis is placed on distributing extrication equipment throughout the State and on promoting extrication, first responder, EMT, and paramedic training programs.

Total Fatalities Rate per 100,000 Population, Actual for 2000 to 2007, Forcast for 2008 to 2011



PERFORMANCE GOAL

Continue to support first responder training and improve statewide emergency medical services by providing badly needed extrication equipment for rural agencies.

PERFORMANCE MEASURE

Reduce the number of persons killed in traffic collisions to no more than 13.25 in calendar year 2010.

STRATEGY

- Provide EMS Technicians, highway maintenance staff, and state patrol with medical responder training (Nevada Strategic Highway Safety Plan strategy #17).
- Provide extrication equipment to rural Nevada fire districts.

29-EM-5 Nevada State Health Division – Mobile Testing Lab \$ 15,200

The State Health Division has created a plan to reduce the recruitment and retention of volunteers for EMS trained individuals for the rural areas of the state. A mobile testing facility to reduce the cost and time currently required for testing for EMT certification should help reduce this problem. Again, the funding level is related to the ratio of traffic incidents to total calls.

29-EM-6 Central Lyon Fire Department – Decrease Extrication Times \$ 16,172

This is one of the rural counties experiencing rapid growth and this grant will enable them to acquire up-to-date extrication equipment to assist in traffic crashes as needed.

29-EM-7 Sparks Fire Department – Extrication Equipment \$ 38,704

This is the first year of a three year program to up-grade extrication equipment for this community. Over the last few years this city has grown by both development and annexation, as a result, new locations and equipment are needed for suitable coverage of the area.

406 Funding

29-406EM-1 Office of Traffic Safety – Program Management \$ 25,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 406 funding. Included in this project is funding for the printing of brochures and pamphlets and for the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-406E2 Nevada State Health Division – On-Site Survey \$ 7,500

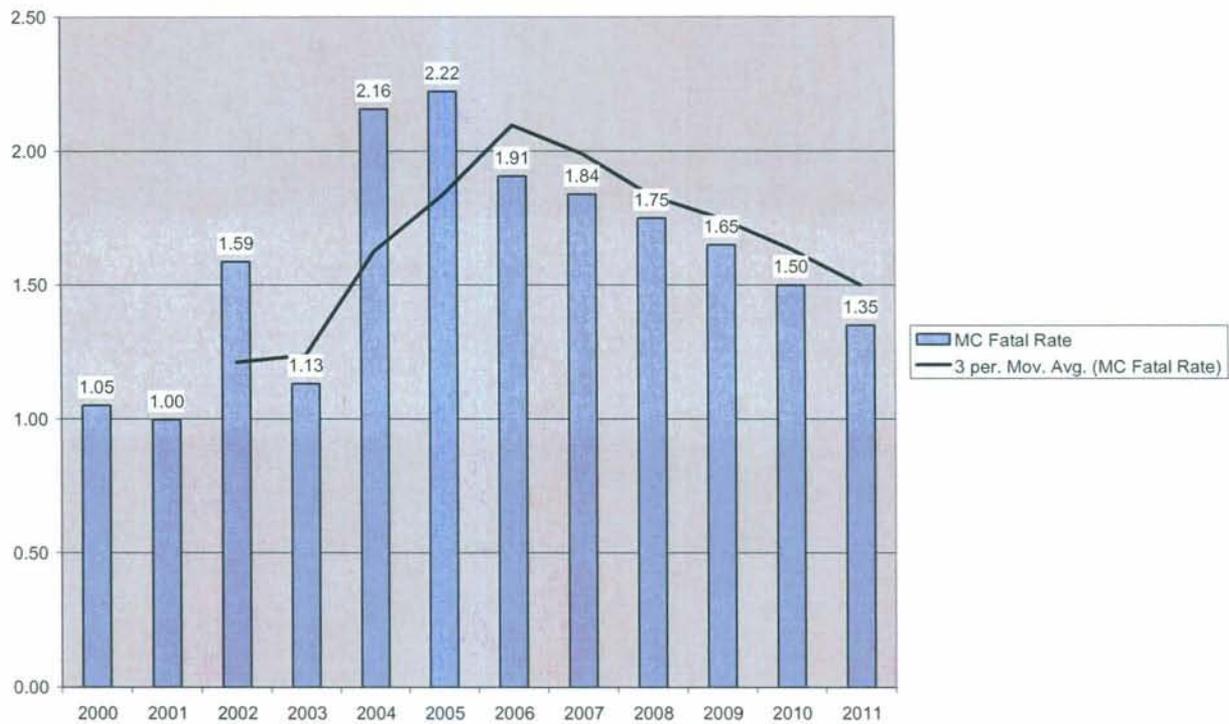
This project will fund the additional travel costs associated with efforts to organize rural hospital emergency rooms and identify those that would be able to be upgraded to Trauma III status. The health division has funds for training and equipment but not for the travel and information gathering required to start the effort.

MOTORCYCLE

The State experienced a significant increase in motorcycle fatalities in 2004. Since then, fatalities remained relatively the same in 2005, 2006, and 2007. With the increasing population growth and renewed popularity of motorcycles, the enforcement and education of both motor vehicle operators and motorcycle riders is becoming more critical. This is particularly true in southern Nevada where the weather is conducive to year round riding.

A key element in reducing motorcycle crashes is a sound rider education for motorcyclists. The Nevada Rider Training Program, which is in the Nevada Department of Public Safety Office of Traffic Safety, has been rated as one of the top four in the nation. The Rider Program continues to increase student enrollment and is only constrained by a lack of suitable locations/facilities to hold classes.

Motorcycle Fatal Rate per 100,000 Population - Actual 2000 - 2007, Forcast to 2011



PERFORMANCE GOAL

Continue to provide quality training, enforcement, and educational programs to reduce the number of motorcycle crashes and fatalities.

PERFORMANCE MEASURE

Reduce the number of motorcyclist killed in traffic collisions to no more than 1.5 in calendar year 2010.

STRATEGY

- Provide public education on the importance of heightened awareness of motorcycles on our highways
- Develop a coalition of motorcycle safety advocates to review recommendations made in the “National Agenda” (NAMS) for the purpose of identifying new strategies to educate the driving public (motor vehicle and motorcyclists) on how to share the road.
- Increase the number of Basic Rider beginning and Experienced Rider motorcycle training courses being taught in Nevada.

MOTORCYCLE PROJECTS

Total Section 402 Commitment to Motorcycle Programs:	\$ 45,000
Total Section 2010 Commitment to Motorcycle Programs:	\$ 120,000
<u>Total State Commitment to Motorcycle Programs (non-federal):</u>	<u>\$ 434,560</u>
Total Funding Commitment to Motorcycle Programs:	\$ 598,560

402 Funding

29-MC-1 Office of Traffic Safety – Program Management \$ 15,000

Provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded through Section 402

29-MC-2 OTS Motorcycle Awareness Media – Laughlin River Run \$ 30,000

This will provide funding for an awareness campaign prior and during the annual Laughlin Motorcycle River Run event.

406 Funding

29-2010MC-1 Office of Traffic Safety – Program Management \$ 10,000

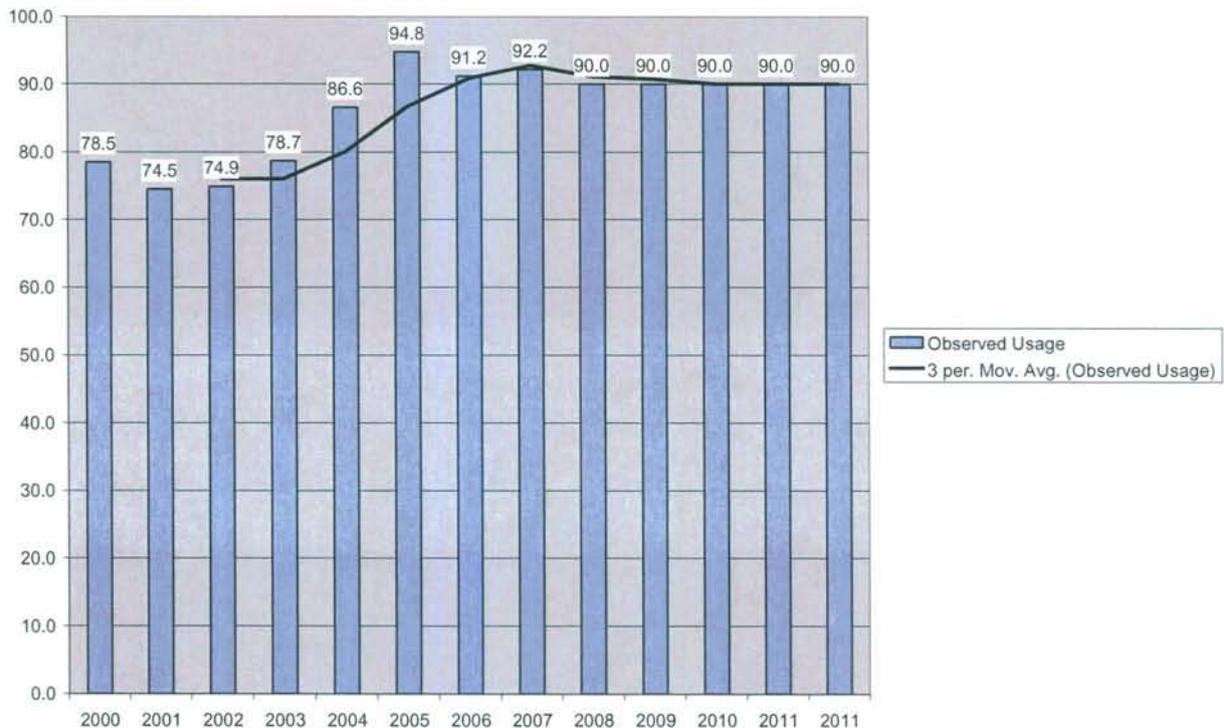
Provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded through Section 2010

The Nevada Motorcycle Rider Program was established in 1992 and has trained over 32,000 riders using State funds. Through this grant, the Rider Program will continue to expand the motorcycle training to accommodate more instructors, more classes, and additional motorcycle awareness media. The program will purchase additional motorcycles to accommodate new ranges, recruit and conduct two instructor training courses and produce two media campaigns to remind the public to “Watch out for Motorcycles” during peak rider events.

OCCUPANT PROTECTION

The observed seat belt use rate for Nevada has traditionally been amongst the highest in the nation for states without a primary seat belt law. The use rate in 2007 was 92.2% and indications are that the use rate in 2008 will again exceed 90%. Despite the high use of safety belts, the number of unbelted fatalities continues to be disproportionately high, although decreasing. In 2006, 46% of Nevada fatalities (occupants in motor vehicles) were not wearing a seat belt. With the State's exponential growth and transient population, more effort is needed to both increase seat belt use rates with the habitual non-users, and to educate our new residents about how occupant restraints save lives.

Observed Seatbelt Usage, Actual 2000 - 2008, Forcast 2009 - 2011



PERFORMANCE GOAL

Continue to increase public awareness of the importance of the correct use of vehicle safety belts and child restraints through education and enforcement.

PERFORMANCE MEASURES

- Maintain an observed statewide safety belt use rate of 90% or higher.
- Reduce the number of unrestrained fatalities from 46% recorded in 2006 to 42% in 2008.
- Increase the usage rate of seat belts for the habitual non-users in Nevada (young males, night-time drivers and impaired drivers):

- Increase the seat belt use rate of 16-20 year old drivers involved in fatal crashes from 27% in 2006 to 32% in 2008 (FARS data).
- Increase the seat belt usage rate of drivers involved in fatal crashes from 6pm to 9pm from 24% in 2006 to 30% in 2008 (FARS data).
- Increase the seat belt usage rate of drivers who had been drinking (in fatal crashes) from 15% in 2005 to 22% in 2008.

STRATEGY

- Continue to emphasize public education of Nevada’s Safety Belt Laws through enforcement and paid and earned media venues (state Strategic Highway Safety Plan strategy #7)
 - Provide paid media to support the Click It or Ticket enforcement.
 - Provide paid overtime for law enforcement to enforce seat belt laws
 - Continue night time enforcement of seat belt laws
 - Combine DUI and Seat Belt enforcement events throughout the year
 - Provide training to law enforcement officers, statewide, on Nevada’s seat belt and child restraint laws, proper car seat use and availability of local resources for assistance
- Continue to provide public education programs and partner with other traffic safety advocates on safety belts, child passenger safety, proper seating and the use of booster seats (State Strategic Highway Safety Plan strategy #7).
- Continue to promote Nevada’s Seat Belt Coalition (State Strategic Highway Safety Plan strategy #7)
- Conduct and disseminate statistical, public opinion and awareness surveys to determine:
 - Front seat observed seat belt use (day and night)
 - Public opinion and attitude regarding occupant protection laws

OCCUPANT PROTECTION PROJECTS

Total Section 402 Commitment to Occupant Protection:	\$ 544,095
Total Section 405 Committed to Occupant Protection:	\$ 211,794
Total Section 406 Committed to Occupant Protection:	\$ 112,448
Total Funding Commitment to Occupant Protection:	\$ 868,337

402 Programs

27-OP-3 Clark County School District – Tweens \$ 37,000

In the third year of a three year project, Clark County Safe Kids will conduct education and CPS outreach programs to children ages 8-15 that emphasize the importance of using booster seats and seat belts for children in the age range not covered by booster seat laws (peer education). The program will include both English and Spanish versions.

27-OP-6 Nye County Sheriff's Office – OP and Enforcement \$ 32,384

Conduct community events for seat belt use, child passenger seats, and booster seats. Conduct training for CPS violators, parents, installers and inspectors. Provide funding for additional Occupant Protection enforcement.

28-OP-2 Nye County Family to Family – CPS Programs \$ 62,527

The Southern Nye County Family Vehicle Safety Project is designed to increase usage of child vehicle restraints through car seat check events, Family Vehicle Safety Classes, media and press events, and by providing car and booster seats for low-income families and community education classes. This project targets the Pahrump and Beatty/Armargosa areas.

28-OP-3 Clark County Safe Kids – CPS Programs \$ 40,000

This will fund an ongoing project to develop a CPS Hot-line. The Hot-line will allow citizens to call and report non-use of CRS (Child Restraint Systems) that they observe. If the information is sufficient the owner of the vehicle will be contacted and provided CPS information as to usage and fitting services available in the area along with Nevada law.

29-OP-1 Program Management \$ 45,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-OP-2 Mason Valley Fire District – Child Passenger Safety \$ 4,798

This project is aimed at increasing the use of Child Passenger Seats via community events, education activities, and CPS fitting events.

29-OP-3 Clark County Safe Kids – Buckle Up Special Kids \$ 38,000

This project will provide a resource and advocate for the safe transportation of special needs children. Methods used will be education on the subject and to establish a program that will identify the proper seat to use and attempt to fill that need by purchase or loaner program seats.

29-OP-4 Ron Wood Family Resource Center – CPS Program \$ 62,367

Ron Wood Family Resource Center will provide CPS programs to community events, fitting service to families needing CRS, and act as a resource for all child traffic safety issues.

29-OP-5 Office of Traffic Safety – Mini-grants \$ 12,000

This project enables the Office of Traffic Safety to provide effective and timely education to the public through traffic safety community coalitions and partners. Upon application, DPS-OTS offers mini-grants to qualified organizations to conduct CPS education and enforcement programs. Maximum awards are limited to \$2,000 per agency per year.

29-OP-6/28-CP-8 Office of Traffic Safety – Opinion Survey on Seat Belts \$ 20,000

This survey is designed to measure the public opinion related to the desire or lack thereof for a primary seat belt law for adults and children 6 or older.

29-OP-7 Office of Traffic Safety – CPS State Programs \$ 12,000

At the recommendation of a NHTSA occupant protection assessment conducted in 2004 and a recommendation made by Western Region NHTSA, DPS-OTS assisted in the creation of a CPS Task Force. The Task Force was established in 2003 and funding in this project provides support (travel, video teleconference fees, meeting rooms) for the task force for up to 12 meeting per year (three of which are in-person meetings).

29-OP-8 Office of Traffic Safety – Seat Belt Coalition \$ 5,000

An occupant protection assessment conducted in 2004 recommended that seat belt safety advocates facilitate the organization of a broad-based coalition of organizations, agencies, industry groups and businesses to continue educating the public on the need to wear seat belts, every trip, every time. This funding will provide support services for safety advocates during the development of the coalition.

29-OP-9 Office of Traffic Safety – May, 2009 CIOT Media \$ 113,204

This grant provides funding for paid media during the Memorial Day CIOT campaign.

29-OP-10 Office of Traffic Safety – November, 2009 CIOT Media \$ 30,000

This grant provides funding for paid media during a November Seat Belt campaign

29-OP-11 UNLV-TRC – Night Seat Belt Survey \$ 29,815

This will be the first seat belt use survey conducted during evening hours to gauge the difference between the official observed rate during daylight hours as compared to night-time hours.

405 Programs

29-405OP-1 UNLV-TRC – Seat Belt Survey \$ 66,794

This survey is the official day time survey taken each year with the results becoming the NHTSA usage rate for Nevada.

29-405OP-2 Office of Traffic Safety – Law Enforcement Liaison \$ 20,000

A key element to increase seat belt usage is stepped up enforcement of State safety belt laws. Funding in this project provides for contracted liaison services to coordinate enforcement activities between law enforcement, DPS-OTS, and broadcast and earned media.

29-405OP-3 OTS – Joining Forces \$ 125,000

This will provide funding for seat belt enforcement during the CIOT campaign.

406 Programs

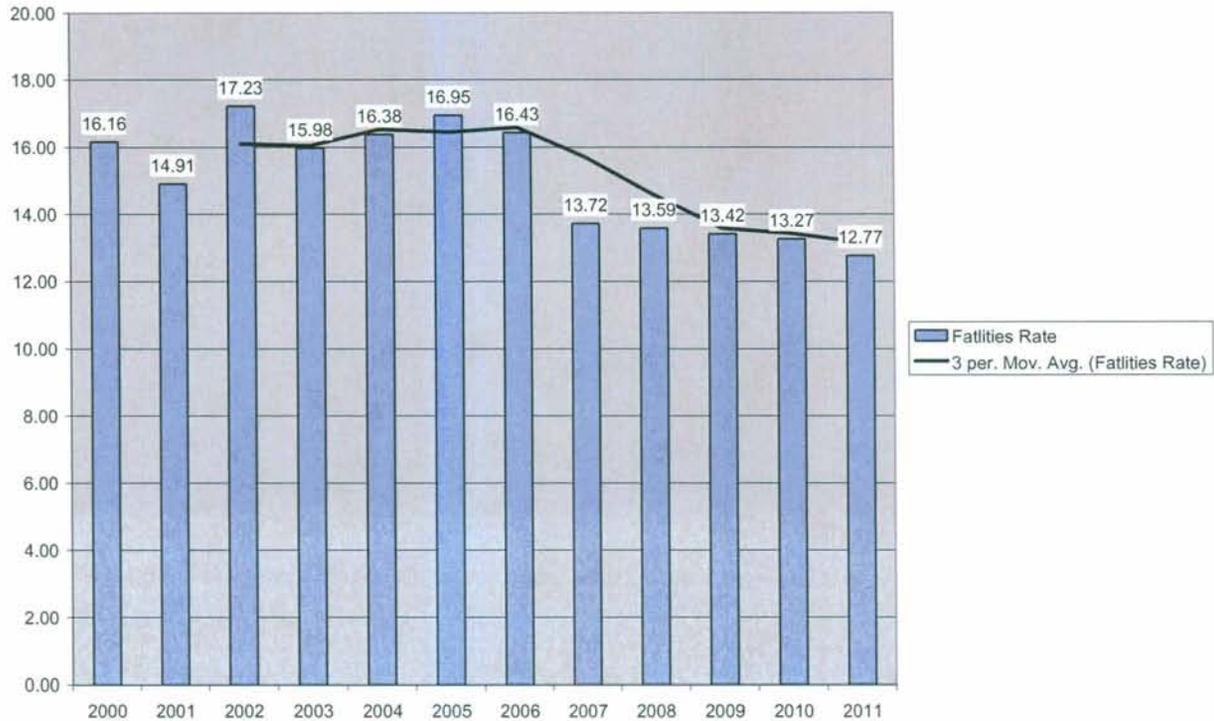
29-406OP-1 Office of Traffic Safety – Program Management \$ 20,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 406 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

PLANNING AND ADMINISTRATION

A maximum of ten percent of 402 funding received annually is allowed for overall planning and administration of the Traffic Safety Office. These funds cover expenses not directly related to specific projects listed in this plan.

Total Fatalities Rate per 100,000 Population, Actual for 2000 to 2007, Forcast for 2008 to 2011



PERFORMANCE GOAL

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

PERFORMANCE MEASURE

- Reduce the number of persons killed in traffic collisions to no more than 13.25 in calendar year 2010.
- Utilize Federal and State matching funds (10% of Section 402 funding) to provide planning and administration for State Highway Safety Office programs.

PLANNING AND ADMINISTRATION PROJECTS

Total Section 402 Funding Committed to Planning and Administration:	\$ 216,235
Total Section 406 Funding Committed to Planning and Administration:	\$ 124,173
Total Section 410 Funding Committed to Planning and Administration:	\$ 60,000
Total Funding Committed to Planning and Administration	\$ 400,408

P & A : This project provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within all program areas and for the development of the Annual Highway Safety Plan and Annual Report. Planning and administration costs include those of the provided by the Chief of the DPS-OTS, Management Analyst III, Administrative Assistant IV, and the Administrative Assistant III.

402 Funding

29-PA-1	Office of Traffic Safety – Planning and Administration	\$ 216,235
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406 Funding

29-406PA-1	Office of Traffic Safety – Planning and Administration	\$ 124,173
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410 Funding

29-410PA-1	Office of Traffic Safety – Planning and Administration	\$ 60,000
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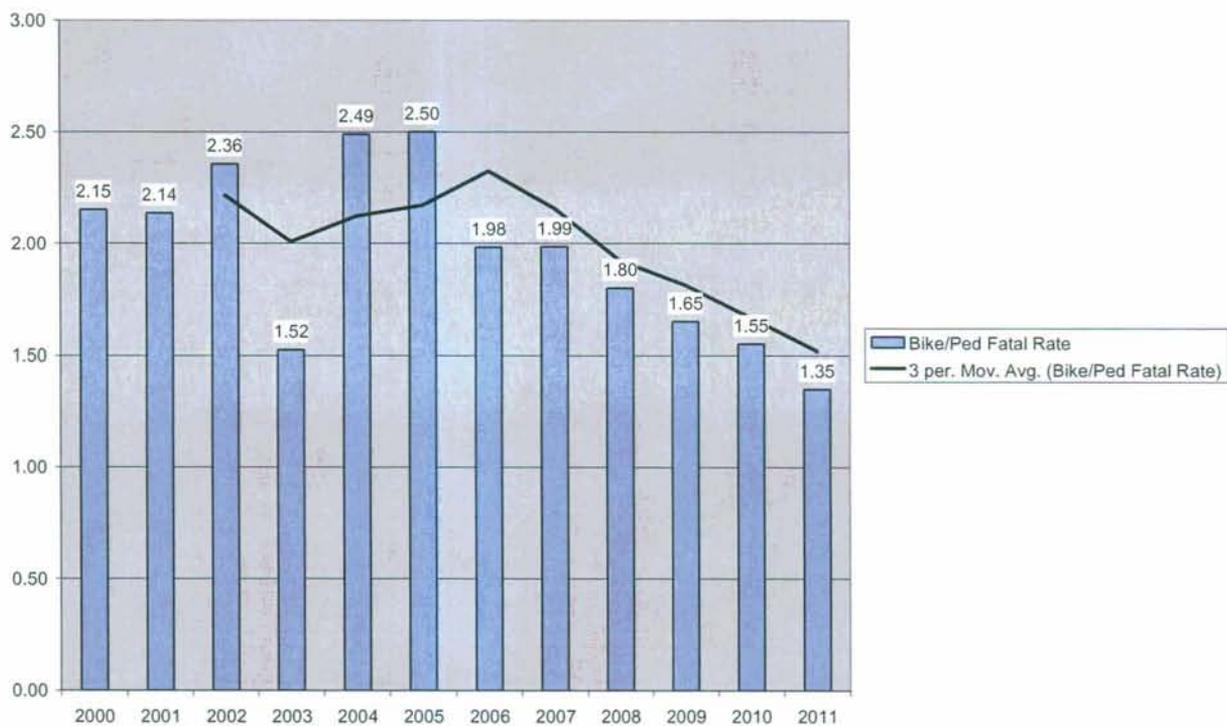
PEDESTRIAN AND BICYCLE SAFETY

With the number of pedestrian and bicycle deaths varying from 49 to 75 per year, for the last 10 years, it is difficult to establish clear trends with respect to these types of fatalities. Regardless, Nevada has one of the highest pedestrian fatality rates, at 2.9 fatalities per 100,000 population, compared to the national rate of 1.6.

The extreme growth in population in our large metropolitan areas is resulting in an increase in both pedestrian and vehicle traffic bringing increased risk to pedestrians and bicyclist. In 2007, most fatalities (92%) occurred in the populous Clark County.

Most crashes occurred on minor arterials and at non-intersection locations and adults between the ages of 25 – 64 were involved in 62% of all pedestrian crashes. Approximately 74% of the fatal crashes occurred at non-intersection locations.

Bike/Ped Fatality Rate per 100,000 Population, Actual 2000 - 2007, Forcast 2008 - 2011



PERFORMANCE GOAL

Continue the downward trend established in 2004 in reducing pedestrian and bicyclists traffic fatalities and serious injuries.

Performance Measures

Reduce the number of persons killed in pedestrian and bicycle traffic crashes to no more than 1.55 in calendar year 2010.

29-PS-1 Office of Traffic Safety – Program Management \$ 15,000

Program Management provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded through Section 402. Funding is also provided in this task for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-PS-2 University of Nevada – Reno, Targeting Pedestrians \$ 11,446

This program will specifically target high traffic cross-walks on busy main streets adjacent to the University of Nevada campus. The principle violations are: motorists speeding, failure to yield to pedestrians and pedestrians not using designated cross-walks.

29-PS-3 Kiwanis Kid Watch \$ 22,250

This project will provide ongoing education to the community and school children on the safety issues including: awareness of pedestrian and bicycle laws, bicycle helmet use, and motorist awareness campaigns.

406 Funding

29-406PS-1 Office of Traffic Safety – Program Management \$ 5,000

Program Management provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded through Section 406. Funding is also provided in this task for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources

29-406PS-2 Office of Traffic Safety – Safety Awareness PSA \$ 60,000

This will provide funding for Public Service Announcements relating to pedestrian safety.

29-406PS-3 Office of Traffic Safety – Mini-grants \$ 8,000

This will provide funding for small projects/events that could be funded by grant funds. Typically these are one-time events and funding does not exceed \$2,000.00 and is limited to one per agency per year.

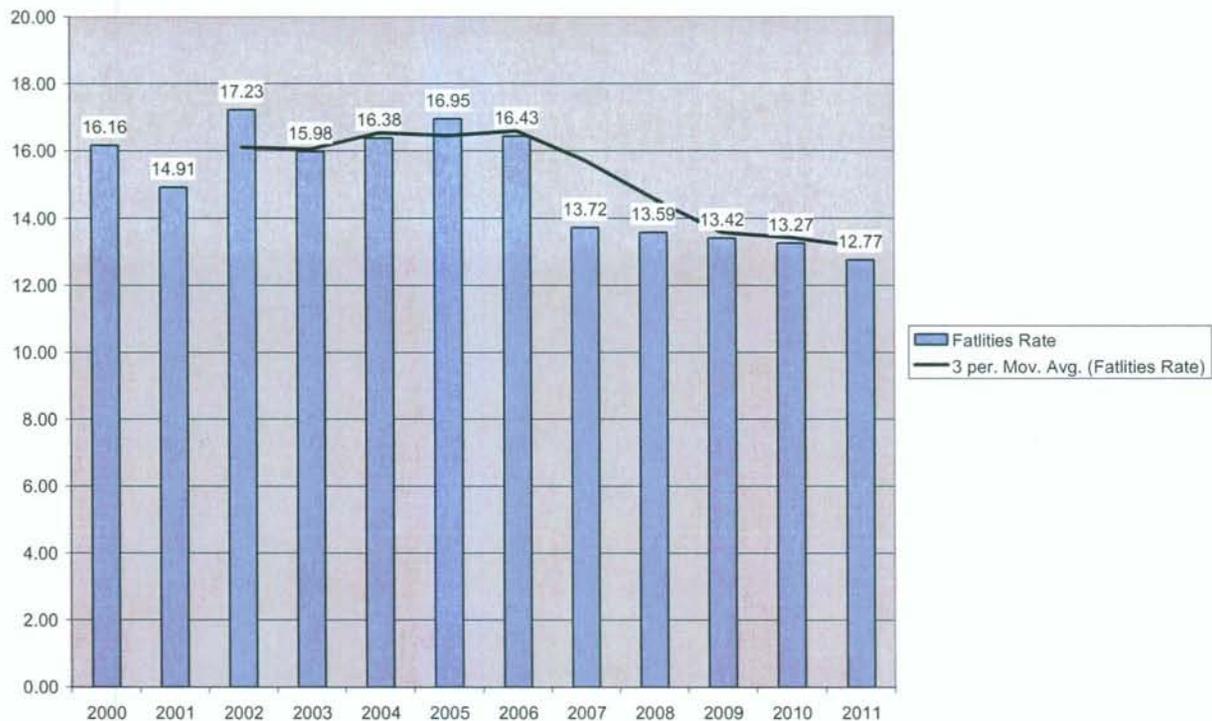
POLICE TRAFFIC SERVICES

Nevada Department of Public Safety - Office of Traffic Safety cooperates with State and local law enforcement agencies to provide an efficient and effective Police Traffic Services program. The objective of the program is to enforce traffic laws, prevent crashes and deaths, assist the injured, document crashes, supervise clean-up and restore safe and orderly movement of traffic.

The DPS-OTS relationship with law enforcement is critical to the success of many traffic safety counter-measures and for the prevention of traffic related injuries. State traffic enforcement resources (equipment and human resources) have not kept pace with the population explosion in Nevada during the past ten years, making this funding essential to pro-active traffic program implementation.

The Police Traffic Services projects in this plan may also address other programs areas, such as speed, alcohol, occupant protection and equipment. Funding for enforcement events are combined with the DPS-OTS Joining Forces sustained, multi-jurisdictional enforcement program.

Total Fatalities Rate per 100,000 Population, Actual for 2000 to 2007, Forecast for 2008 to 2011



PERFORMANCE GOAL

To support Nevada Law Enforcement in reducing traffic violations, crashes, and fatalities and promoting traffic safety.

29-406PT-3 Office of Traffic Safety – Joining Forces \$ 45,000
Training, Recognition and PI & E

This will provide funding for training and recognition events for officers of agencies participating in the Joining Forces program. Promotional, Incentive and Educational material will also be provided to participating agencies.

29-406PT-4 Office of Traffic Safety – Joining Forces Incentive Program \$ 30,000

This grant is to provide incentive awards for participation in the Joining Forces Program. These awards are given at a year-end meeting of all agencies. Public recognition of the efforts of law enforcement are one of the elements of the program that makes it successful.

29-406PT-5 Office of Traffic Safety – Mini-grants \$ 12,000

This project enables the Office of Traffic Safety to provide effective and timely education to the public through traffic safety community coalitions and partners. Upon application, DPS-OTS offers mini-grants to qualified organizations to conduct traffic safety education and enforcement programs. Maximum awards are limited to \$2,000 per agency per year.

29-406PT-6 Office of Traffic Safety – Joining Forces Enforcement \$ 619,675

This funding is for overtime for participating agencies to cover any events on the Joining Forces Calendar that are not covered by program specific funding (405, 410).

29-406PT-7 Office of Traffic Safety – Joining Forces Travel \$ 20,000

This funds the travel necessary for the participants of the Joining Forces Program to attend quarterly meetings to review progress and coordinate the efforts for the upcoming quarter.

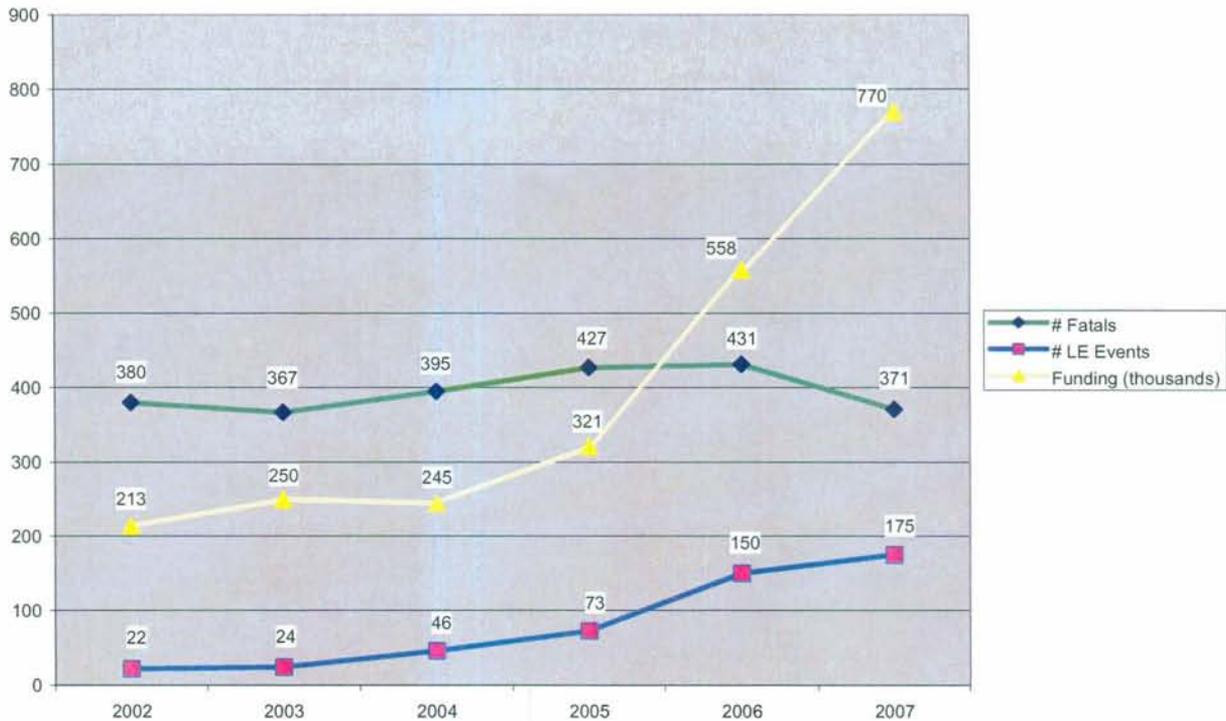
Joining Forces is a program that funds over-time to law enforcement for traffic enforcement events. Multiple funding sources are used to maximize the benefits of the program and to cover the critical program areas such as, Impaired Driving, Occupant Protection, Speed, etc.

This is the master grant for the program, funded as shown below.

Consolidated Funding for Joining Forces Overtime Program

Joining Forces – 29-405OP-3 (405 funding)	\$ 125,000
Joining Forces – 29-406PT-6 (406 funding)	\$ 619,675
Joining Forces – 29-K8-18-8 (410 funding)	\$ 407,340
Total Overtime Funding – Joining Forces	\$ 1,152,015

Comparison: Funding, LE Events, Total Fatalities Nevada, 2002 - 2007



TRAFFIC RECORDS

A complete and comprehensive traffic records program is essential for the development and operation of a viable safety management system and effective traffic related control process. To meet this need, and in cooperation with the Departments of Transportation, Motor Vehicles, and Human Resources (Health Division), Administrative Office of the Courts, and law enforcement, Nevada has established and implemented a complete and comprehensive traffic records program (Highway Safety Information System). The Statewide program includes and provides for highway safety information for the entire State and is at the direction of the State Traffic Records Committee.

Over the last few years, the Traffic Records Committee has been successful in implementing a statewide Police Accident Report (PAR) which addresses many of the data elements contained in the Model Minimum Uniform Crash Criteria (MMUCC). State Emergency Medical Services providers are utilizing and reporting data into the National Emergency Medical Services Information System (NEMSIS) and most law enforcement agencies are transmitting PAR reports into the State Crash file. Several courts are now providing citation disposition electronically to the Department of Motor Vehicles and the Traffic Records Committee is working to adopt an automated Property Damage Only report.

PERFORMANCE GOAL

Collect, analyze and use crash data to determine appropriate countermeasure activities.

PERFORMANCE MEASURE

Capture 85% of traffic crash reports, statewide, into the Department of Public Safety database by the end of 2009.

STRATEGY

- Continue development of the statewide Nevada Citation and Accident Tracking System (NCATS) (Nevada Strategic Highway Safety Plan strategy #19).
- Begin development of technology that will provide useful data to highway safety information system users (Nevada Strategic Highway Safety Plan strategy #19).
- Continue to conduct Traffic Records Coordinating Committee Meetings.

The State Long Range Highway Safety Information System Long Range Plan establishes key projects to sustain the development of information systems in Nevada. The priorities for Federal Fiscal 2009 include:

The NCATS Oracle database resides on the State's J-Link system, reserved for emergency data Systems like NCIC. NCATS needs to move off this system of J-Link to its own environment to prevent interference with emergency systems.

Development of a data transfer system to move crash records into the State Crash file
 Development and automation of a property damage only crash report
 Electronic transfer of adjudication data from courts to the DMV (State funded)
 Electronic transfer of pre-admission data by EMS providers into State file (State funded)
 Front end edit for PAR and DUI arrest data collection
 Roadway attribute photo log (FHWA funded)
 DMV driver and vehicle file cleanup

408 Funding

29-408TR-1 Office of Traffic Safety – Program Management

\$ 80,000

Provides funding for necessary staff and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area that are funded by Section 408. Funding is also provided in this task for the printing of brochures and pamphlets and for the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-408TR-2 Humboldt County SO – Electronic Uniformity

\$ 9,303

Equipment purchase to allow the electronic capture of citations and crash reports with the intent to link to the State data base.

29-408TR-3 Yerington Police Department – NCATS

\$ 28,400

This project will bring Yerington PD the equipment and training needed to begin the electronic participation in the NCATS program.

29-408TR-4 Office of Traffic Safety – NCATS Project Management

\$ 115,000

This project addresses the preparation and management of projects in the State Highway Safety Information System Long Range Plan. It includes the salary and benefits of the full-time IT Program Manager, who is responsible for coordination and operation of the TRCC, NCATS agencies and participants, NCATS training development, contracting for NCATS services, vendor performance and planning.

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- Front end edit for PAR and DUI arrest data collection
- Roadway attribute photo log (FHWA funded)
- DMV driver and vehicle file cleanup

NOTE: Other Traffic Records Projects are funded by two funding sources, 406 and 408

29-406TR-3 and 29-408TR-5 are listed above.

MEDIA PLAN

Strong laws and enforcement are a key to saving lives, but so are our shared national, state and local communications efforts. Thousands of crashes and fatalities have been prevented by recent increases in safety belt use and reductions in impaired drivers on Nevada's highways through stepped up enforcement combined with hard hitting media messages.

Experience has taught traffic safety professionals that media and enforcement are not sufficient, but that both must be strategically tailored to target the at risk audience. We must carefully segment our audiences socio-graphically as well as demographically, and then using multiple media, paid and unpaid, deliver a simple and direct message over and over again. Our media message must convince the at risk audience that there are benefits or consequences to risky driving behavior.

PERFORMANCE GOAL

Effectively reach at-risk drivers with the needed frequency that will influence and change their behavior on Nevada roads.

PERFORMANCE MEASURE:

- Maintain an observed seat belt use rate above 90%.
- Reduce the number of persons killed in alcohol/drug-involved collisions from 4.89 to no more than 4.5 in calendar year 2010.
- Reduce the number of persons killed in speed involved collisions from 6.09 fatalities per 100,000 population (recorded in 2006) to no more than 5.5 in calendar year 2010.

STRATEGY:

- Conduct enforcement and paid public media campaigns during the annual Click it or Ticket Memorial Day enforcement event (Nevada Strategic Highway Safety Plan strategy #7).
- Conduct enforcement and public media campaigns during December and September utilizing local and national media and using the campaign logo "Drunk Driving, Over the Limit, Under Arrest" (Nevada Strategic Highway Safety Plan strategy #2 & 5).
- Conduct media awareness events during three motorcycle public events (Laughlin River Run, Las Vegas Bike Fest, and Reno Street Vibrations).
- Host press events, with community partners, to highlight speeding, pedestrian, impaired driving, and safety belt enforcement and awareness efforts throughout the year.
- Conduct media awareness efforts to support pedestrian safety.

MEDIA PROJECTS

29-OP-9 (May) & 29-OP-10 _November)

Nevada Department of Public Safety - Office of Traffic Safety

Click it or Ticket Paid Media

The Click it or Ticket safety belt enforcement campaign is conducted over the Memorial Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. This annual campaign includes a hard hitting paid media message combined with stepped up enforcement of safety belt laws. Nevada also has a CIOT campaign during November of each year and supports this effort with paid media. These projects will provide State funded paid media for the Federal Fiscal Year 2009 effort.

DPS-OTS will utilize a media mix to cover the primary target audience of men age 18-34. No other medium reaches this audience heavily because they are not heavy television viewers or radio listeners. By using radio and television, there will be the opportunity to maximize both the reach and frequency to the available target.

Flight Dates:	May & November
Target Audience:	Male: Primary –18-34/Secondary –35-44/Tertiary – Hispanic
Geographic Target:	Statewide
Media Type	Television in Reno, Las Vegas, Pahrump and Elko/General Radio in Las Vegas and Reno/Hispanic Radio in Las Vegas and Reno

Television will be used in the local markets throughout Nevada in conjunction with the national Click it or Ticket campaign that will run at the same time. The cost of television has increased in both major markets. The primary markets will be the Las Vegas metro area including Pahrump, the Reno/Sparks metro area and Elko. Cable television will be used to reach viewers in the Nellis and Laughlin area, Carson/Douglas, Winnemucca, Fallon, Fernley, Yerington, and North Lake Tahoe.

While the primary target audience of males age 18-34 are not heavy television viewers, they can be reached through network prime, some sport events and selected cable networks. Additionally, programming that reaches the target audience on the broadcast networks in other day parts will be recommended. Sporting events will include NBA Basketball playoffs, NASCAR, the Indy 500, and MLB Baseball. Sports ratings delivery to this target is difficult to predict from year to year.

Elko will be reached with a combination of cable and KENV which is NBC and affiliated with KRNK in Reno. The other rural northern Nevada markets will be reached with cable using as many of the above cable networks as available in each market. Nellis and Laughlin will be reached with cable and included in the southern Nevada buy.

Hispanic males will be reached through both the general market schedule and Spanish language television. Both reach and frequency may be lower than previous years due the smaller budgets available to support this campaign.

*70.5% of Males 18-34 will be reached approximately 7 times
75% of Males 35-44 will be reached approximately 5 times
87% of all households will be reached approximately 9 times*

2K8-18-8 (Labor Day) & 29-406AL-2 (December, July)
Nevada Department of Public Safety - Office of Traffic Safety
Joining Forces Sustained Law Enforcement

The Drunk Driving Over the Limit Under Arrest impaired driving enforcement/media campaign is conducted over the Labor Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard hitting paid media message combined with stepped up enforcement of impaired driving laws. Smaller media efforts also support "Over the Limit, Under Arrest" campaigns during December and July. These projects will provide State funded paid media for the Federal Fiscal Year 2009 effort.

DPS-OTS will utilize television and radio to deliver a targeted DUI message in the time periods surrounding the Labor Day weekend, which are typically heavy party and drinking times for young men. During the weeks of the campaign, television and radio will air with heavier emphasis on the Labor Day weekend. This year's campaign will launch with radio rather than a combination of TV and radio due to the large number of summer travelers who will be on the road.

Flight Dates:	Labor Day, December, July 4th
Target Audience:	Men ages 25-45 (General Market & Hispanic)
Geographic Markets:	Las Vegas Metropolitan area/Laughlin and Nellis/ Reno/Sparks/Carson/Fernley, Fallon and Winnemucca/Elko
Media:	Television and Radio

The mix of media use by location is similar to the CIOT media effort outlined above.

29-406CP-8
Nevada Department of Public Safety – Office of Traffic Safety
Marketing Manager

The Office of Traffic Safety is in the process of establishing a new position within OTS. This position is being created because of the significant increase of media activities, both earned and paid. The coordination of these efforts statewide now require a full time effort to ensure all program areas have the strongest possible effect.

The two major areas we are anticipating to improve are: better use of earned media by developing partnerships with the various media outlets, and better communication and coordination of messages utilizing other partners who have their own Public Information Officers or spokesperson on traffic safety issues.

29-406CP-7
Nevada Department of Public Safety - Office of Traffic Safety
Media/Printing/Web Design/Printing/Software

Throughout the year, DPS-OTS has requirements to conduct public media events (press events) and publish general traffic safety brochures, reports (HSP and Annual Reports) and handouts to support community coalitions and organizations. This project provides funding for contract public relations services, printing, web design and computer programs and software

29-2010MC-2

**Nevada Department of Public Safety - Office of Traffic Safety
Motorcycle Awareness Media Campaign**

At the recommendation of motorcycle advocate groups in Nevada, DPS-OTS will provide outdoor media to advise motor vehicle drivers to “share the road” during three key motorcycle events (Laughlin River Run, Las Vegas Bike Fest, and Street Vibrations).

Although motorcycle safety is an issue any time of the year, it is particularly essential during the motorcycle festivals that are held in Las Vegas, Laughlin and Reno annually. At these festivals, there is a large influx of motorcycles on both the major freeways and the surface streets.

With limited funding, DPS-OTS will reach the target audience of adult’s age’s 25-54 as well as increase passenger vehicle driver awareness of motorcycles on Nevada roadways. Based on the fact that we need to reach drivers, the best market is while they are in their vehicles. Outdoor advertising is selected as it provides the optimum reach and frequency of message necessary to provide education on motorcycle safety.

Based on crash data, outdoor advertising will be located at high crash locations in the three communities 30 days prior to each festival. Placement will include:

Las Vegas – 53 locations

Reno – 22 locations

Laughlin – 1 location with mobile bill board 2 weeks prior

29-406PS-2

**Nevada Department of Public Safety – Office of Traffic Safety
Pedestrian Public Service Announcements**

DPS Office of Traffic Safety will utilize radio Public Service Announcements (PSA’s) and paid television statewide to deliver a Pedestrian Safety Message to a broad target audience of Adults ages 18 and over. Television, of all the major media, still delivers the highest audience delivery.

Target Audience:	Adults 18+ and Households
Geographic Target:	Las Vegas Metro Area Reno/Sparks/Carson City Metro Area Elko Rural Nevada reached by cable television
Campaign Dates:	November 7 – November 20, 2008
Estimated reach:	40% of all televisions households a minimum of 3 times

EQUIPMENT PURCHASES OVER \$5,000

In pursuing the DPS-OTS traffic safety goals and objectives, several agencies will receive awards that allow for the purchase of equipment. In compliance with federal requirements, a list of equipment that will be purchased, over \$5,000 in value, is listed below.

28-K8-18-3

Las Vegas Metropolitan Police – “You Catch ‘Em We’ll Clean ‘Em” DUI Van

Funding Level - \$100,000: In the second year of this three year project, Las Vegas Metro Police will purchase and deploy a mobile DUI van during weekends and special events to pick up and process drivers who are suspected of driving a vehicle while under the influence. The van is considered a multiplier in that it encourages DUI enforcement by patrol (non-traffic) officers, who often are hesitant to make these types of arrests. Equipment over \$5,000 includes:

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Customized DUI Van (1)	\$60,000
Intoxilizer 5000 (1)	\$ 5,500
Generator (1)	\$ 5,000
Computer with Docking Station (1)	\$ 5,000

29-AL-3

Fallon Paiute Tribe – Speeding and DUI Enforcement

Funding Level - \$ 25,750: The Fallon Tribal Police will use equipment purchased through this grant to provide each officer with the tools needed to enforce traffic laws on tribal property as well as locations between the various sections of their land. One of the items needed is a evidentiary BAC test intoximeter.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Evidentiary Intoximeter (1)	\$ 10,000

29-EM-2

Pahrump Valley Fire District – Extrication Equipment

Funding Level – \$7,500: Pahrump is a rapidly growing community, with a population base that has increased to almost 40,000 permanent and 7,000 seasonal residents. The Pahrump Valley Fire-Rescue is the sole provider of Fire, EMS and Rescue/Extrication equipment in a 400 square mile area. This project will provide emergency medical service providers with badly needed extrication equipment.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Res-Q-Jack 2 Car Kit RI#2CAR	\$ 7,000

29-EM-6

Central Lyon Fire Department – Extrication Equipment

Funding Level - \$16,172: Central Lyon FD is located in a rural county approximately 60 miles from Reno and is experiencing rapid growth in both population and traffic. This agency needs up-to-date extrication equipment to ensure their ability to keep up with the increase in traffic related incidents.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
GH2S-XL Honda AMKUS Power Unit	\$ 5,752

29-EM-7

Sparks Fire Department – Extrication Equipment

Funding Level - \$15,000: Sparks is a rapidly growing city adjacent to Reno. With aggressive annexation and development, Sparks has dramatically increased both the population and geography of its service area. This will enable the Fire Department to increase its ability to cover the new population and area.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Spreader	\$ 5,917
Cutter	\$ 5,423
Dual Power Pump	\$ 8,605

29-OP-4

Ron Wood Family Resource – Child Seat Safety

Funding Level \$62,367: This Family Resource Center is very active in the CPS area, with fitting stations, educational events, informational material throughout the county and in partnership with other coalitions in neighboring counties. The covered trailer will help protect the seats and other equipment when travel is needed.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
6' x 10' Covered Trailer	\$ 25,000

29-PS-3

Kiwanis of Reno – Kids Watch, Bike and Pedestrian Programs

Funding Level \$22,250: Kiwanis is very active in both the bicycle and pedestrian safety programs for the youth in their area. The trailer will help protect the equipment needed at the community wide events they host several times each year.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
6' X 10' Covered Trailer	\$ 25,000

28-AL-3

Reno Police Department – Motors

Funding Level - \$54,500: The Reno Police Department has recognized the need to increase the enforcement of impaired driving laws in their city. Under this project, the City of Reno will provide their police department with 2 additional motorcycle officers annually for three years, with the provisions that these six officers be dedicated strictly to DUI abatement and other traffic enforcement duties. This is the second year of a three-year grant.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
BMW Motorcycle (2)	\$25,000 Each/ \$50,000 Total

28-AL-4

Nye County Sheriff Office - Impaired Driving Countermeasures

Funding Level - \$48,535: This rural county has a population of 35,000, of which, 32,000 live in a community within 65 miles of Las Vegas. Nye County is experiencing rapid growth as inexpensive housing is drawing individuals to the area. The major commute route is likewise experiencing a large increase in impaired driving incidents. This grant will provide for equipment (PBT, in-car video, and radar units) to aid in the detection of impaired drivers. Additional funding will cover overtime for impaired driving events. This is a second year project.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
In-Car Video System (3)	\$6,000 Each / \$18,000 Total

29-406PT-4

Joining Forces Incentive – End of Project Year Award for Out-standing Agencies

Funding Level - \$30,000: Joining Forces is an over-time funding program for all law enforcement agencies within the state. With a year-long calendar of events to coordinate the enforcement effort it is important to show the appreciation of OTS for their effort. Three agencies will receive an award of equipment not to exceed \$ 10,000. The equipment is chosen by the winning agencies and must be related to traffic enforcement.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Traffic Safety Enforcement Equipment	\$ 10,000 Each/\$ 30,000Total

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash draw-downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges); The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20; The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F)

The State will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- l. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - o Taking appropriate personnel action against such an employee, up to and including termination.
 - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
Instructions for Primary Certification

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower

tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

34. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

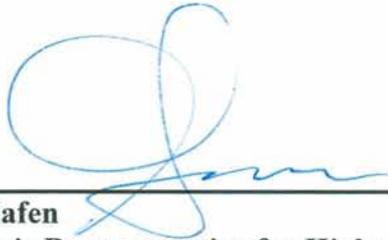
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Jearld Hafen
Governor's Representative for Highway Safety
Director, Nevada Department of Public Safety

8/14/08
Date

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Nevada

Highway Safety Plan Cost Summary

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Report Date: 08/29/2008

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2009-00-00-00		\$.00	\$ 216,235.00	\$.00	\$ 216,235.00	\$ 216,235.00	\$.00
	Planning and Administration Total		\$.00	\$ 216,235.00	\$.00	\$ 216,235.00	\$ 216,235.00	\$.00
Alcohol								
	AL-2009-00-00-00		\$.00	\$ 79,641.75	\$.00	\$ 318,567.00	\$ 318,567.00	\$ 283,567.00
	Alcohol Total		\$.00	\$ 79,641.75	\$.00	\$ 318,567.00	\$ 318,567.00	\$ 283,567.00
Emergency Medical Services								
	EM-2009-00-00-00		\$.00	\$ 32,519.00	\$.00	\$ 130,076.00	\$ 130,076.00	\$ 79,876.00
	Emergency Medical Services Total		\$.00	\$ 32,519.00	\$.00	\$ 130,076.00	\$ 130,076.00	\$ 79,876.00
Motorcycle Safety								
	MC-2009-00-00-00		\$.00	\$ 11,250.00	\$.00	\$ 45,000.00	\$ 45,000.00	\$.00
	Motorcycle Safety Total		\$.00	\$ 11,250.00	\$.00	\$ 45,000.00	\$ 45,000.00	\$.00
Occupant Protection								
	OP-2009-00-00-00		\$.00	\$ 136,023.75	\$.00	\$ 544,095.00	\$ 544,095.00	\$ 289,076.00
	Occupant Protection Total		\$.00	\$ 136,023.75	\$.00	\$ 544,095.00	\$ 544,095.00	\$ 289,076.00
Pedestrian/Bicycle Safety								
	PS-2009-00-00-00		\$.00	\$ 25,621.00	\$.00	\$ 102,484.00	\$ 102,484.00	\$ 76,038.00
	Pedestrian/Bicycle Safety Total		\$.00	\$ 25,621.00	\$.00	\$ 102,484.00	\$ 102,484.00	\$ 76,038.00
Police Traffic Services								
	PT-2009-00-00-00		\$.00	\$ 20,473.25	\$.00	\$ 81,893.00	\$ 81,893.00	\$ 36,893.00
	Police Traffic Services Total		\$.00	\$ 20,473.25	\$.00	\$ 81,893.00	\$ 81,893.00	\$ 36,893.00
Community Traffic Safety Project								
	CP-2009-00-00-00		\$.00	\$ 147,967.75	\$.00	\$ 591,871.00	\$ 591,871.00	\$ 555,975.00

U.S. Department of Transportation National Highway Traffic Safety Administration

Highway Safety Plan Cost Summary

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For Approval

State: Nevada

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Community Traffic Safety Project Total			\$.00	\$147,967.75	\$.00	\$591,871.00	\$591,871.00	\$555,975.00
Traffic Records								
	TS-2009-00-00-00		\$.00	\$17,500.00	\$.00	\$70,000.00	\$70,000.00	\$.00
Traffic Records Total			\$.00	\$17,500.00	\$.00	\$70,000.00	\$70,000.00	\$.00
NHTSA 402 Total			\$.00	\$687,231.50	\$.00	\$2,100,221.00	\$2,100,221.00	\$1,321,425.00
405 Occupant Protection								
	J2-2009-00-00-00		\$.00	\$211,794.00	\$.00	\$211,794.00	\$211,794.00	\$.00
405 Occupant Protection Total			\$.00	\$211,794.00	\$.00	\$211,794.00	\$211,794.00	\$.00
NHTSA 406								
	K4PA-2009-00-00-00		\$.00	\$.00	\$.00	\$124,473.00	\$124,473.00	\$.00
406 Planning and Administration Total			\$.00	\$.00	\$.00	\$124,473.00	\$124,473.00	\$.00
406 Alcohol								
	K4AL-2009-00-00-01		\$.00	\$.00	\$.00	\$122,204.00	\$122,204.00	\$.00
406 Alcohol Total			\$.00	\$.00	\$.00	\$122,204.00	\$122,204.00	\$.00
406 Emergency Medical Services								
	K4EM-2009-00-00-01		\$.00	\$.00	\$.00	\$32,500.00	\$32,500.00	\$.00
406 Emergency Medical Services Total			\$.00	\$.00	\$.00	\$32,500.00	\$32,500.00	\$.00
406 Occupant Protection								
	K4OP-2009-00-00-01		\$.00	\$.00	\$.00	\$112,448.00	\$112,448.00	\$.00
406 Occupant Protection Total			\$.00	\$.00	\$.00	\$112,448.00	\$112,448.00	\$.00
406 Pedestrian/Bicycle Safety								
	K4PS-2009-00-00-01		\$.00	\$.00	\$.00	\$73,000.00	\$73,000.00	\$.00
406 Pedestrian/Bicycle Safety Total			\$.00	\$.00	\$.00	\$73,000.00	\$73,000.00	\$.00
406 Police Traffic Services								
	K4PT-2009-00-00-01		\$.00	\$.00	\$.00	\$746,675.00	\$746,675.00	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

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Highway Safety Plan Cost Summary

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
406 Police Traffic Services Total			\$.00	\$.00	\$.00	\$ 746,675.00	\$ 746,675.00	\$.00
406 Traffic Records								
		K4TR-2009-00-00-01	\$.00	\$.00	\$.00	\$ 210,000.00	\$ 210,000.00	\$.00
		406 Traffic Records Total	\$.00	\$.00	\$.00	\$ 210,000.00	\$ 210,000.00	\$.00
406 Safe Communities								
		K4CP-2009-00-00-01	\$.00	\$.00	\$.00	\$ 364,000.00	\$ 364,000.00	\$.00
		406 Safe Communities Total	\$.00	\$.00	\$.00	\$ 364,000.00	\$ 364,000.00	\$.00
		NHTSA 406 Total	\$.00	\$.00	\$.00	\$ 1,785,300.00	\$ 1,785,300.00	\$.00
408 Data Program SAFETEA-LU								
		K9-2009-00-00-00	\$.00	\$ 125,000.00	\$.00	\$ 500,000.00	\$ 500,000.00	\$.00
		408 Data Program Incentive Total	\$.00	\$ 125,000.00	\$.00	\$ 500,000.00	\$ 500,000.00	\$.00
		408 Data Program SAFETEA-LU Total	\$.00	\$ 125,000.00	\$.00	\$ 500,000.00	\$ 500,000.00	\$.00
410 Alcohol SAFETEA-LU								
		K8-2009-00-00-01	\$.00	\$ 800,000.00	\$.00	\$ 800,000.00	\$ 800,000.00	\$.00
		410 Alcohol SAFETEA-LU Total	\$.00	\$ 800,000.00	\$.00	\$ 800,000.00	\$ 800,000.00	\$.00
410 Alcohol Planning and Administration								
		K8PA-2009-00-00-00	\$.00	\$ 60,000.00	\$.00	\$ 60,000.00	\$ 60,000.00	\$.00
		410 Alcohol Planning and Administration Total	\$.00	\$ 60,000.00	\$.00	\$ 60,000.00	\$ 60,000.00	\$.00
		410 Alcohol SAFETEA-LU Total	\$.00	\$ 860,000.00	\$.00	\$ 860,000.00	\$ 860,000.00	\$.00
410 High Fatality Rate								
		K8FR-2009-00-00-01	\$.00	\$ 118,040.67	\$.00	\$ 354,122.00	\$ 354,122.00	\$.00
		410 High Fatality Rate Total	\$.00	\$ 118,040.67	\$.00	\$ 354,122.00	\$ 354,122.00	\$.00
2010 Motorcycle Safety								
		K6-2009-00-00-00	\$.00	\$.00	\$.00	\$ 120,000.00	\$ 120,000.00	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Nevada

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Report Date: 08/29/2008

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$ 120,000.00	\$ 120,000.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$ 120,000.00	\$ 120,000.00	\$.00
	NHTSA Total		\$.00	\$ 2,002,066.17	\$.00	\$ 5,931,437.00	\$ 5,931,437.00	\$ 1,321,425.00
	Total		\$.00	\$ 2,002,066.17	\$.00	\$ 5,931,437.00	\$ 5,931,437.00	\$ 1,321,425.00

STATE OF NEVADA
HIGHWAY SAFETY PLAN
FISCAL YEAR 2009



Prepared by the
OFFICE OF TRAFFIC SAFETY
DEPARTMENT OF PUBLIC SAFETY

Pursuant to
Section 402, Title 23, USC
(Highway Safety Act of 1966, as Amended)

For the
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

August 24, 2008



Jim Gibbons
Governor

Jearld Hafen
Director

Office of Traffic Safety
107 Jacobsen Way
Carson City, Nevada 89711
Telephone (775) 684-7470 Fax (775) 684-7482
www.ots.state.nv.us tsafety@dps.state.nv.us

August 24, 2008

Dear Nevada Highway Users:

On behalf of the Nevada Office of Traffic Safety, I am pleased to present our State's Federal Fiscal Year (FFY) 2009 Highway Safety Plan. This plan is submitted in compliance with the Interim Final Rule, Published June 26, 1997, supplementing Section 402 of the Highway Safety Act of 1966, Title 23 of the United States Code.

This year's plan is a continuation of a series of successful programs that date back to 1966. The current plan has been extensively revised, updated and refined in response to current highway safety trends.

The plan consists of four major elements:

- **The Performance Plan explains the process used by the Department's Office of Traffic Safety (OTS) to identify problems, propose solutions, establish goals and performance measures and select projects to be funded in Nevada.**
- **The Highway Safety Plan describes specific projects selected through the application review process for funding during the current FFY. Each project is linked to one or more of the problems identified and the goals established in the Performance Plan.**
- **The Certification Statement provides assurances that the State will comply with applicable laws and regulations, financial and programmatic requirements, and is in accordance with the special funding conditions of the Section 402 program.**
- **The Program Cost Summary (HS Form 217) reflects the State's proposed allocation of funds, (including carry forward funds) by program area, based on the problems and goals identified in the Performance Plan and projects and activities outlined in the Highway Safety Plan.**

The primary goal of the Office of Traffic Safety is the reduction, in both number and severity of traffic crashes in Nevada. This plan provides the most effective blueprint for the achievement of that goal.

Sincerely,

**Jearld Hafen
Governor's Highway Safety Representative
Director, Nevada Department of Public Safety**

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Executive Summary

Mission Statement

The Nevada Office of Traffic Safety provides funding and expertise, creates partnerships and promotes education to reduce deaths, injuries and property damage on Nevada roadways.

As directed by N.R.S. 223.200, and in keeping with federal guidelines, the Department of Public Safety - Office of Traffic Safety (DPS-OTS) prepares a Highway Safety Plan (HSP) for each federal fiscal year. The plan offered on the following pages includes the details and funding levels for various projects to improve traffic safety in the State during the fiscal year beginning October 1, 2008.

Impaired driving (alcohol/drugs) is the most common cause of crashes resulting in death. Nevada's percentage of impaired driving fatalities remained fairly flat from 1999 to 2002. In 1999 the percent of impaired fatalities was 44%. For the next three years (2000 – 2002) the percentage stayed at 42% - 43%. A significant increase occurred in 2003 when slightly more than 50% of the fatalities were related to impaired drivers. A decrease in 2004 and 2005 resulted in Nevada's rate dropping below the national average of 39%. In 2006, Nevada increased to just above the national average.

While Nevada's percent of alcohol related fatalities is near average, the rate per Annual Vehicle Mile (AVM) is high. Factors compounding this problem include our explosive growth rate, concentration of population, and alcohol availability 24/7. Safety campaigns, particularly those discouraging impaired driving must be constantly reinforced to reach our new residents as well as those visiting Nevada for recreation or business. Nevada did pass a 0.08 BAC per se law effective September 23, 2003. The increased enforcement in 2004 used the new law to great effect. Since then, constant effort by law enforcement has maintained the pressure and is keeping the percentage of impaired drivers below the national average.

Even with our explosive growth, both traffic crashes and fatalities declined each year from 1999 until 2002. The year, 2002, showed a dramatic increase in fatalities. This increase was apparent in all categories: motor vehicle occupants, motorcycle, pedestrian, and bicycle. In 2003, there was a decrease in total fatalities but an increase in the percentage of alcohol related fatalities. In 2004 and 2005 there was an increase in total fatalities but a significant decrease in alcohol related fatalities. 2006 showed a modest increase in alcohol related fatalities. There was a significant decrease in total fatalities in 2007. The decrease was entirely in Motor Vehicle Occupants, with Motorcycle, Pedestrian, and Bicycles remaining virtually unchanged. This volatility in the numbers and percentages complicates the short-term measurement of effectiveness of efforts to reduce the incidence of impaired driving in Nevada.

Nevada does have a primary law for child restraints (under 6 years old and 60lbs or less). The 2003 legislative session modified this law from children under 5 and under 40 pounds. This change became effective June 1, 2004. While CPS advocates requested a booster seat law for under nine and under 80 pounds, the Legislature maintained these ages and weight limits at the lower levels during both the 2005 and 2007 sessions.

Beginning in 2002, Nevada has participated in aggressive seatbelt campaigns including paid media and enhanced enforcement activities. The results are very encouraging. In 2002, the usage rate starting point was 74.5%. The law enforcement effort combined with paid media has

resulted in a consistent increase in usage rates. The official usage rate reached 94.8% in 2005, an increase of over 27% compared to the 2002 starting point. In 2006 and 2007, Nevada was again over 90%. Nevada's preliminary 2008 usage rate again indicates a percentage of over 90%.

For the fiscal year beginning October 1, 2008, a total of \$2.14 million in federal traffic safety funds will be allocated to innovative traffic safety programs. The \$2.14 million represents new 402 funding plus some 402 carry-forward funds. This document details those plans. At the conclusion of this summary is a review of traffic safety problems in Nevada. This is followed by the objectives, which outline the program goals and provide the measurements used for evaluation of the plan. While the primary goal of this plan is to reduce the number of people killed or injured on Nevada's highways, measurement of objectives within specific program areas will be used to assess its overall effectiveness.

Following the program objectives, details of specific projects constituting the traffic safety program are provided. Most projects are undertaken by community partners, which include law enforcement, engineering, medical services, and nonprofit agencies. Some of these projects are continued from the current year and others will be implemented for the first time this fiscal year. Projects were selected based on DPS-OTS priorities and ranking within those priorities. It is the accumulated impact of all the projects, conducted year after year, that makes the difference.

The projects listed include all funding, sources include: 402, 405, 406, 408, 410 and 2010. Funding charts show percent (%) by program area and share to local for 402, a second set of charts shows the same information for all funding sources combined.

Some projects, such as the development of an innovative traffic records system, are undertaken within the Office of Traffic Safety. Other state agencies, such as the Highway Patrol and the two State Universities, also conduct traffic safety programs. The majority of the programs, however, are conducted by local organizations. It is the combined efforts of all participants that make Nevada a safer place to drive, ride, bicycle and walk.

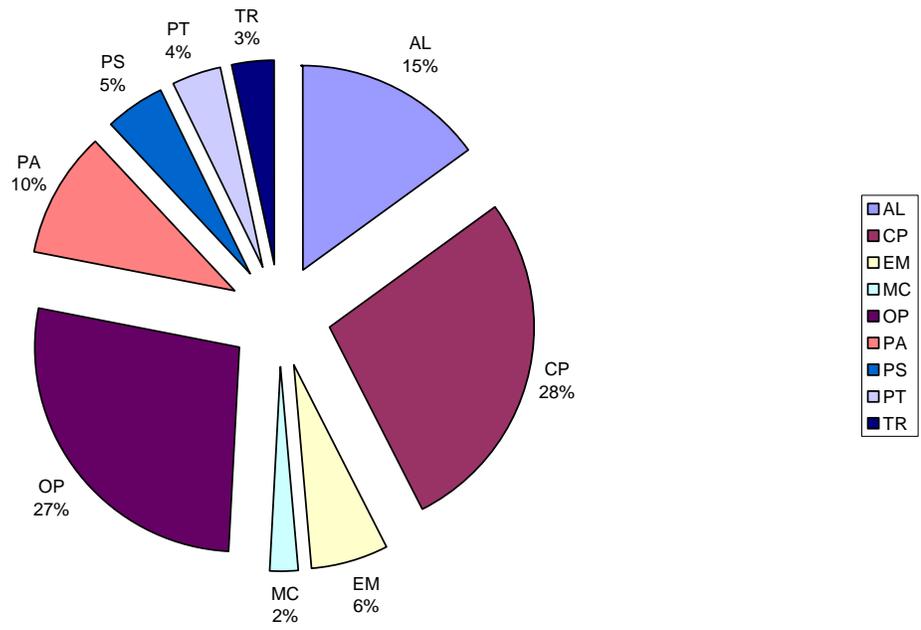
As required by Federal statutes, a detailed cost summary is included. An annual report to evaluate the implementation, administration, and effectiveness of this plan will be prepared in December 2009.

The following charts show the percent of total funding by program area and the distribution by jurisdiction. The first two charts are based on the projected new 402 funding amount and estimated carry-forward for 402. The second set of charts shows the same information with the total projected funding from all sources: 402, 403, 405, 408, 410 and 2010.

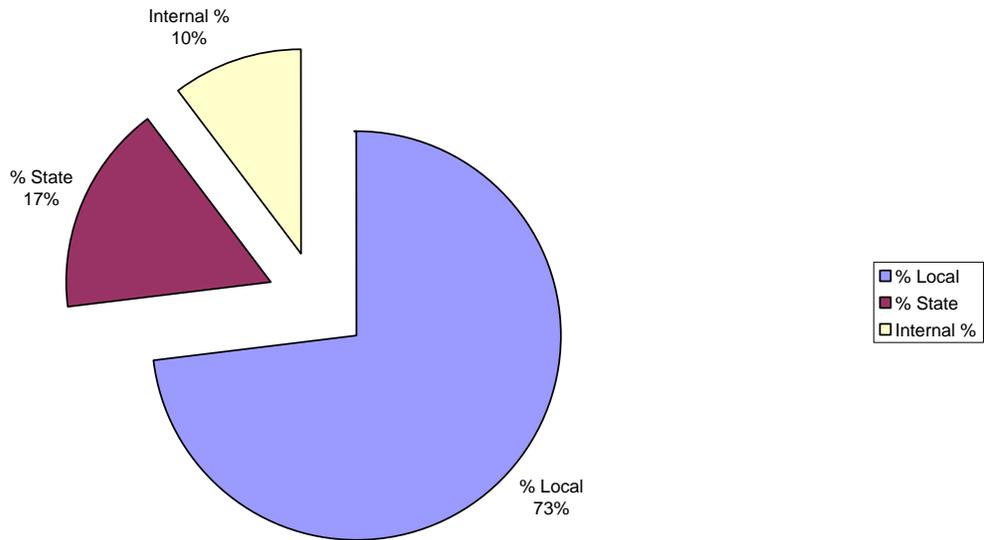
The total anticipated funding for 402 is \$ 2,136,525 (new funding + carry forward).

The total anticipated funding for all sources is \$ 5,991,437.

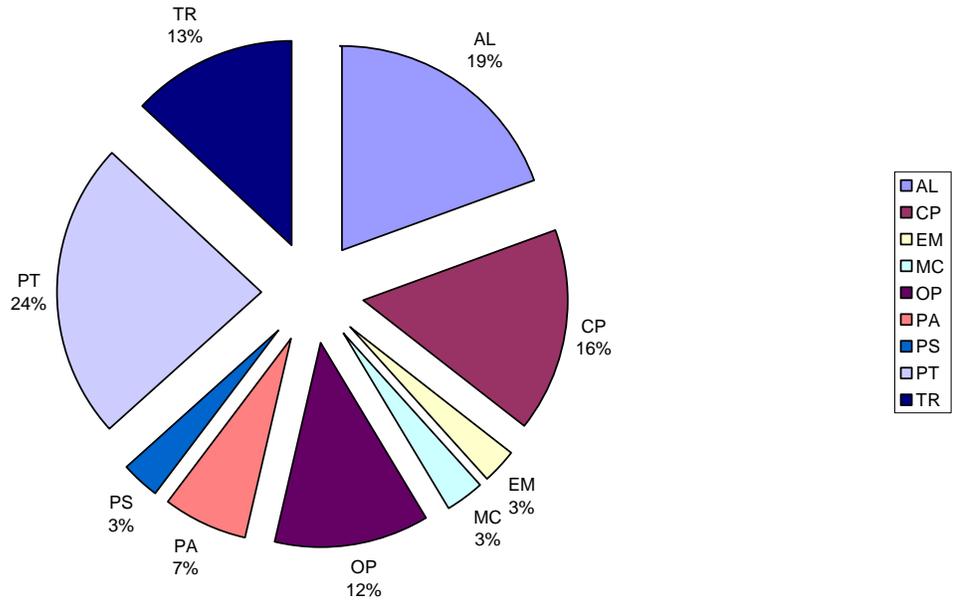
Share by Program, 402 Funding



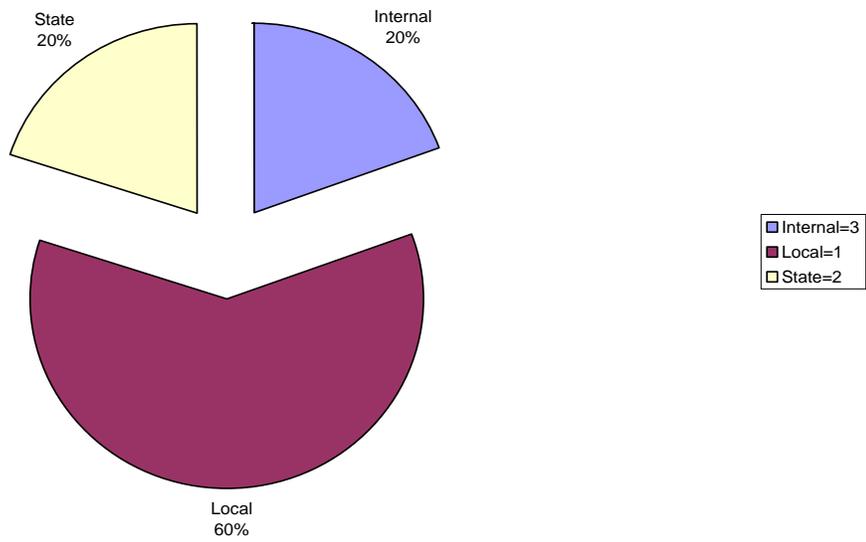
Share to: Local, State, and Internal - 402 Funds



Program Share - All Funding



Share to Local - All Funding



The total projected funding includes: 402, 405, 406, 408, 410 and 2010.

Introduction

The Highway Safety Plan (HSP) outlines both the current traffic safety situation in Nevada and the plan for improving traffic safety during FFY 2009. A major component of the Highway Safety Plan is the projects that will be funded during the year. These projects are implemented by local agencies, community coalitions, regional and state agencies, and cooperative efforts by multiple entities throughout Nevada.

In developing the HSP, Nevada uses two methods of identifying projects/programs for the upcoming fiscal year.

Law Enforcement overtime for special efforts such as CIOT and DUI campaigns are key to the success of the HSP. As such, an OTS program was developed specifically for overtime enforcement. If a law enforcement agency wishes to have overtime funding they must participate in the Joining Forces Program during the Memorial Day CIOT and Labor Day DUI campaigns. After agreeing to these two campaigns any other special events may be selected. Even with these additional events optional, a calendar showing what message/event type is to be used each month. In this way, all agencies with overtime activities will be working on the same program area and all earned media and paid media statewide will have the same message.

The net effect of this program is that the larger agencies participate with 10 to 14 overtime events throughout the year and many double this number by using other funding and their own resources. At the start of the program in 2002, with 9 of 32 agencies, the number of agencies participating has increased and currently has over 96% of the state's population within jurisdictions participating in the program.

In addition all eligible organizations are invited to submit an application for grant funds. A Request for Applications (RFA) is sent to all organizations that have applied within the past three years (successful and unsuccessful) and any new organization/agency that requests a copy of the RFA. These applications were due by the end of March. Applications must identify a problem, be supported by relevant data, and is beyond the current resources of the applicant. The applications must also identify how the funding by OTS will be used to address the problem and what degree of improvement is expected.

All of the proposals received are ranked by office staff and selected individuals with traffic safety expertise specific to Nevada. After this review and ranking process, the overall traffic safety goals of Nevada's Office of Traffic Safety are compared to the new proposals. These areas of concern (priority program areas) were clearly identified in the RFA. If areas of concern are not adequately addressed, funding is reserved for a community partner or appropriate agency whom is then solicited to implement a program in the desired area. The most recent example of a program that was solicited to fill a need was the implementation of a DUI court in Washoe County.

Other funding is also identified in the Plan such as; public information and education programs/materials, training programs, and planning and administrative costs related to the operation of the OTS. State hard and soft matches cover costs not listed in this plan.

PERFORMANCE PLANNING

DATA ANALYSIS

The Nevada Annual Highway Safety Performance Plan is driven by State and local crash data to ensure that recommended improvement strategies and projects are directly linked to the factors contributing to the high frequency of fatal and life changing injury crashes. The ability to access reliable, timely and accurate data helps increase the overall effectiveness of the plan and increases the probability of directing resources to those strategies that will prevent the most crashes and assists in identifying locations with the greatest need. Data utilized in the development of the Highway Safety Plan is obtained from:

- Fatality Analysis Reporting System (FARS)
- Nevada DOT Annual Crash Summary (NDOT)
- Nevada Citation and Accident Tracking System (NCATS)
- Nevada Department of Motor Vehicles Special Reports
- Occupant Protection Observational Survey Report
- Nevada Highway Patrol ‘Safe Stat’
- University of Nevada Las Vegas Transportation Research Center
- NHTSA Special Reports
- Emergency Medical Services NEEDS / NEMSIS
- State Demographer Reports

PROBLEM IDENTIFICATION

Strategies and projects included in the Highway Safety Plan are based on; 1) the analysis of Nevada highway safety information system data, 2) program assessments and management reviews conducted by NHTSA, and 3) the Nevada Strategic Highway Safety Plan. Statewide strategies and projects are developed by the staff of the Nevada Department of Public Safety – Office of Traffic Safety, who cooperates with other State, local and non-profit agencies. Local strategies and projects are developed by working with interested agencies and organizations that have expressed an interest in implementing a safety project in their community or area of responsibility. Negotiations are conducted, when needed, to develop measurable goals and objectives and to ensure that budgets are appropriate for the work to be performed. Key stakeholders include but are not limited to:

Nevada Department of Transportation
NV Office of Emergency Medical Services
STOP DUI
Attorney General Advisory Commission
NV Sheriffs and Chiefs Association
Regional Transportation Commissions (MPO)
Various non-profit organizations and agencies
NV DPS Office of Criminal Justice
Nevada Traffic Records Committee

Nevada Department of Motor Vehicles
Nevada DPS Highway Patrol
MADD
State CPS Task Force
Safe Kids & CPS Advocate Groups
University of Nevada (Reno & Las Vegas)
Health Child and Family Svc (EUDEL)
NV Committee on Testing for Intoxication
Northern NV DUI Task Force

PERFORMANCE GOALS

Performance goals identify what the Office of Traffic Safety hopes to accomplish by implementing the strategies and projects outlined in the Annual Highway Safety Plan and are developed by:

- Reviewing goals and objectives contained in the Nevada Strategic Highway Safety Plan
- A review the problem areas identified during the analysis process
- In consideration of Nevada laws and statutes, and
- In collaboration with other stakeholders

Nevada has chosen to use a rate for measuring progress. This will help ensure the extreme growth in population and vehicles is taken into account when identifying success. To be as current as possible, Nevada uses fatalities and crashes per 100,000 population. Sources are non-imputed FARS fatalities, NCATS, and demographic estimates of the population for the corresponding year. The performance measure for each program area is shown in the project by program area section.

PROJECT SELECTION

State, local and non-profit agencies are provided a request for application for projects that address DPS-OTS performance goals and strategies. Applications are selected based on the following:

- Was the problem adequately identified?
- Is the problem identification supported by accurate and relevant data?
- Will this project save lives and reduce serious crashes?
- Are the goals and objectives realistic and achievable?
- Is this project cost effective?
- Is the evaluation plan sound?
- Does the project address a critical areas contained in the Nevada Strategic Highway Safety Plan

MONITORING AND TECHNICAL ASSISTANCE

Two aspects of performance planning often overlooked are monitoring and technical assistance. Projects awarded to State, local and non-profit agencies are monitored to ensure work is performed in a timely fusion and in accordance with the project agreement. Monitoring is accomplished by observing work in progress, examining products and deliverables, reviewing quarterly activity reports and on-site visits.

In addition to monitoring projects and programs, DPS-OTS technical staff provides assistance to project managers on an as needed basis. Assistance includes providing and analyzing data, purchasing and fiscal management, reporting, and project management.

ANNUAL REPORT

After the end of the federal fiscal year, each project is required to submit a final report detailing the successes of each project funded during the year. This information is used to evaluate future

projects and to substantiate the efforts of the DPS-OTS in reducing fatal crashes and serious injuries.

Problem Identification

Demographics

In identifying traffic safety issues, it is important to understand how the extreme demographics within Nevada contribute to the problem. There are two metropolitan areas in Nevada: Las Vegas on I-15, 40 miles from the California border; and Reno, 450 miles to the north and just 10 miles from the California border on I-80. As more and more people move to these two areas they are finding less expensive housing within 70 miles of each city. Even at 70 miles from the “city center” the commute time is usually just over an hour.

As a result, if the two areas are defined as a circle with a 70-mile radius, 96+% of Nevada’s population live in these two areas. The balance of Nevada (roughly 300 miles by 500 miles) has less than 4% of the population. For the greater Las Vegas area, fewer than 50,000 of the 1,851,000 metro population lives outside of the city’s urban area. For the greater metro area of Reno/Sparks, 194,000 of the total population of 603,000 live more than 30 and less than 70 miles from downtown.

The traffic safety problems within Nevada are the typical problems of a metropolitan area compounded by extraordinary growth rates that are exceeding the infrastructure and growth of resources. The rural areas of the state present a particular problem as they encompass 73% of the geographical area with only 4% of the population.

When reviewing this data, the Office of Traffic Safety classifies Clark County as an urban county, (98% of Clark County’s population is in the greater Las Vegas Metropolitan Area). Washoe, Carson City, Lyon, and Douglas Counties are also considered as urban in character (population over 50,000). Storey and Churchill counties in the Reno area and a small corner of Nye County, in the Las Vegas area are within the 70-mile zone and are also growing. Of these counties only Nye and Churchill are mostly rural. We are tracking this subset of rural counties as they are developing “bedroom” communities for the urban areas and significantly increasing the commuter traffic on the predominately two lane roads and highways. The balance of the State is classified as rural/frontier.

Fatalities

Nevada had an unusual circumstance from 1999 to 2001. The actual number of fatalities decreased while the population increased at the highest rate in the Nation. Fatalities were down by 13.9% and the population was up by approximately 20%. Starting in 2002, the trend has been upwards in both fatalities and population. Fatalities during the 2002 to 2005 period were up 36.4%, from 313 in 2001 to 427 in 2005. The population continues to grow at an extraordinary

rate, for example, Las Vegas estimates over 6,000 people and 3,000 new vehicles are added each month.

Over the past four years (2003 –2006), all four categories (motor vehicle, motorcycle, pedestrian, and bicyclists) have shown increases. Motor vehicle occupant fatalities increased until 2006 and then had a significant decrease in 2007. Motorcycle fatalities jumped in 2004 from previous lower levels but may be flattening out (at the higher level) based on 2007 data. Pedestrian deaths have been trending down but at a slow rate (a problem with motorcycle, pedestrian, and bicycle fatalities is that the numbers are relatively small and thus prone to wide fluctuations in percent change).

TRAFFIC FATALITIES – NEVADA 1991 - 2007

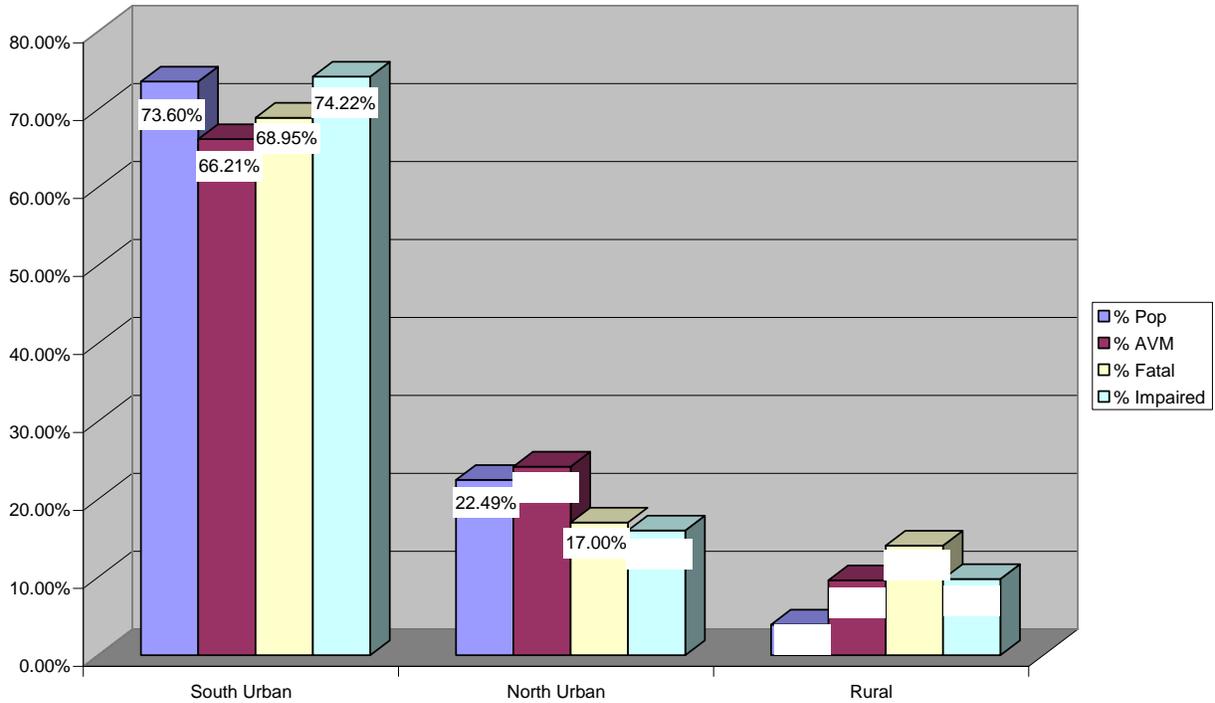
Year	Motor Vehicle	Motorcycle	Pedestrian	Bicyclists	Other	Total
1991	237	18	40	3	*	298
1992	200	19	31	4	*	254
1993	195	14	45	9	*	263
1994	209	18	55	10	2	294
1995	226	21	61	3	2	313
1996	254	19	68	6	1	348
1997	255	23	60	8	1	347
1998	297	13	46	5	0	361
1999	253	14	70	8	5	350
2000	250	21	46	5	1	323
2001	241	21	46	4	1	313
2002	284	33	57	6	1	381
2003	267	25	66	10	0	368
2004	270	48	62	14	0	395
2005	306	51	60	10	0	427
2006	319	49	54	10	0	432
2007	257	51	55	10	0	373

When the fatality rate per AVM is used for Nevada it reveals a different picture of the problem within the state.

While the population/vehicles on Nevada’s roadways is increasing by 6% to 10% each year, the miles driven has only increased 6% over the past three years in total. Much of the reason is in the combination of location of the major metropolitan areas and the concentration of population in those two areas.

With 96% of Nevada’s population living within a mean distance of 35 miles from work, the commute distance is relatively low. The heavily populated area of Las Vegas is essentially a 12 to 15 mile radius. The 10’s of thousands of visitors who drive to Nevada have limited exposure on Nevada highways, since the large majority comes from California. Las Vegas is 275 miles from Los Angeles with only 40 miles in Nevada. Reno is 230 miles from San Francisco with only 10 miles in Nevada. The following chart shows the relationship between fatalities, impaired fatalities, population, and AVM.

% Comparison, Three Regions of Nevada (2004-2006 average) Population, AVMT, Fatal, Impaired



The Las Vegas metro area has over 72% of the population with only 64% of the AVM and 62% of the fatalities. The Reno metro area shows similar percentages in all categories, while the rural areas have 2 ½ times the AVM and 4 times the fatalities compared to their population.

Much of the difference between urban and rural Nevada AVM is related to the 5 major highways that traverse our state:

- I-80, across the northern part of Nevada, total miles is 410 (84 urban and 326 rural);
- I-15, across the southern part of the state, total miles 122 (103 urban and 19 rural);
- US 50 east/west through central Nevada, total miles 463 (70 urban and 393 rural);
- US 95 (western north/south route), total miles 640 (140 urban and 500 rural);
- US 93 (eastern north/south route), total miles 706 (140 urban and 566 rural);

There are a total of 537 urban miles and 1,751 rural miles for these five major highways. Resources are extremely limited for the rural 1,751 miles of major highways as only 4 % of the states population lives in these rural areas.

In setting goals and identifying problems Nevada has chosen to concentrate on the fatality rate for the state/region as appropriate. To Nevada, this is the true “bottom-line”. The rate is calculated based on fatalities per 100,000 population to reflect the most current information.

Alcohol/Impaired Driving

Impaired driving (alcohol and/or drugs) continues to be a serious problem in Nevada. Impaired driving was responsible for 36% of all fatalities during 2007 (134 of 373). Nevada passed a 0.08 BAC law during the 2003 session (effective September 23rd, 2003). Additional legislation was passed in 2005 that included felony offenses for all subsequent convictions after the first felony conviction (no look-back limitation).

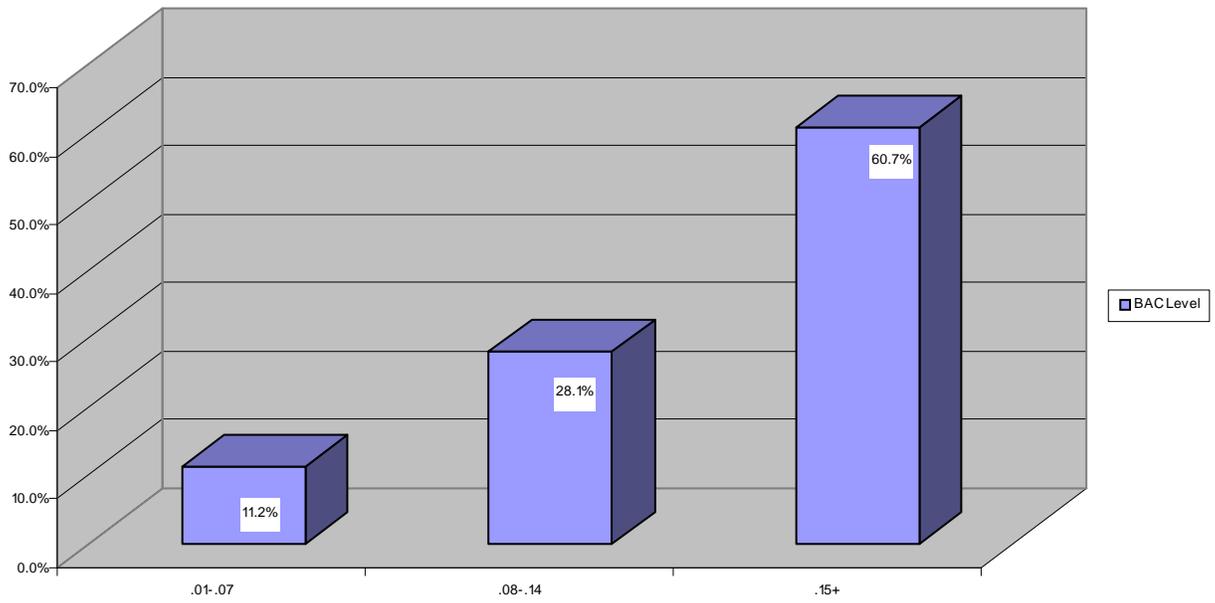
After many years of effort, Nevada finally achieved a percent of impaired fatalities that was slightly below the national average. However, because of the relative low AVM driven in Nevada (see discussion above in Fatalities), Nevada ranked 8th in the nation in impaired fatalities per AVM in 2006.

The hardcore abuser, high Blood Alcohol Content (BAC) driver, continues to be a major problem in Nevada. The chart on the following page is representative of the BAC levels found in fatal crashes. This pattern holds true for individual age groups (including underage drinkers, 18 - 20).

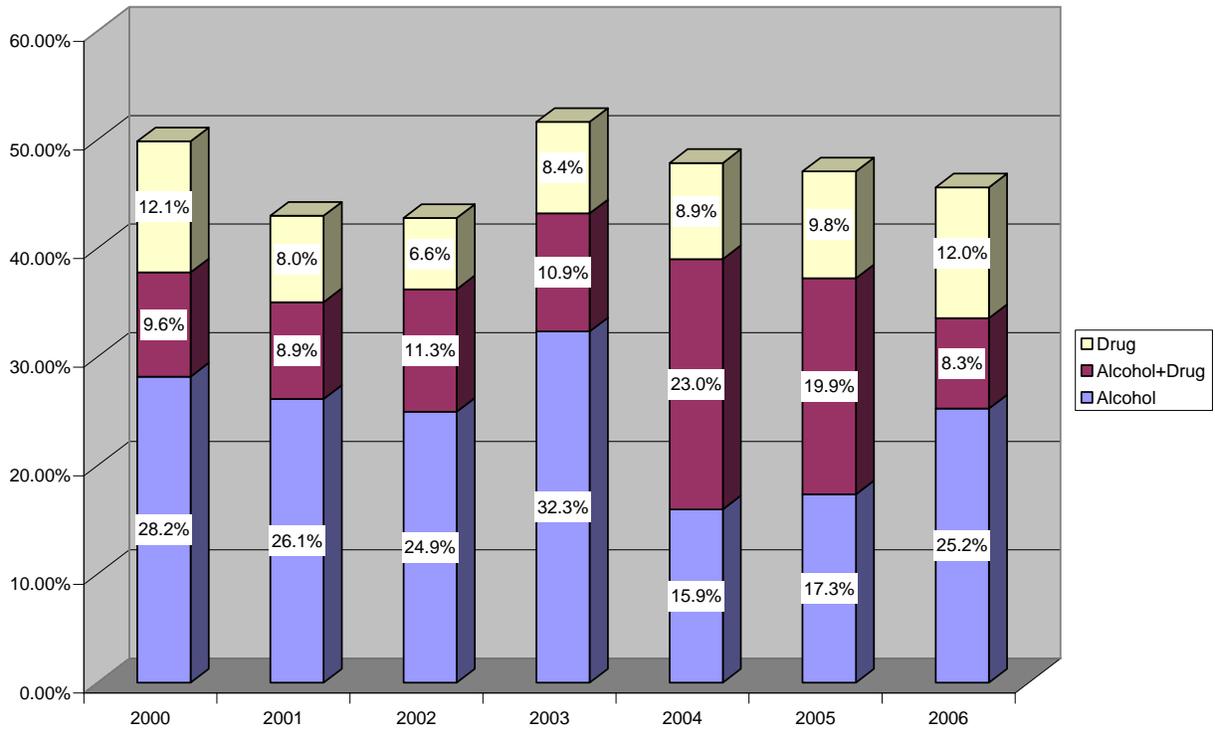
As these drivers are the hardest to reach, consistent methods must be maintained to identify and remove these individuals from the roadways. In addition, these people are typically alcohol dependent and once identified special emphasis needs to be placed on correcting the alcohol problem or these individuals will continue to drive impaired.

An additional problem for Nevada is while progress has been made in reducing the percent of alcohol impaired drivers, some of the decrease in alcohol related fatalities is hidden by an increase in drug only related fatalities. Since 2000, there has been significant increase in the number of impaired drivers that are drug only drivers. The chart on the following page shows the increase in drug related fatalities since 2000 (both alcohol + drug and drug only).

Percent BAC Level: 2004 & 2005



Percent Impaired Fatalities by Type of Substance, Nevada, 2000 - 2006

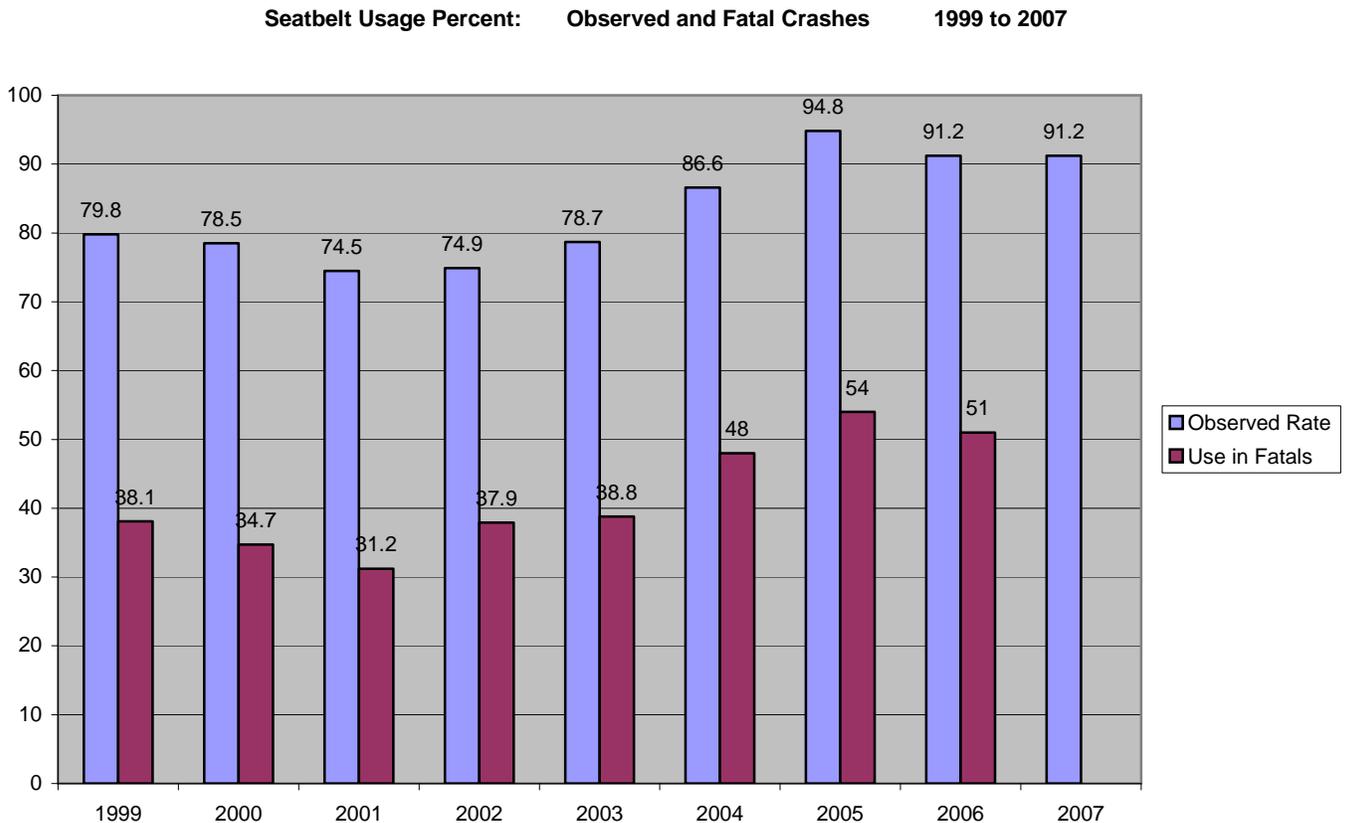


Occupant Protection

Nevada is a secondary seat belt law state. The rate for 2002 was 74.5%. The findings for the 2007 usage survey show that Nevada was at 91.2%. This is the third year that Nevada exceeded 90% usage rate. Preliminary information is that Nevada will once again exceed 90% usage for 2008. Consistent enforcement and paid media have resulted in a 27% increase in the usage rate since 2002.

While the overall usage (shoulder belt survey) is well above the national average, the rate for child seat usage is only 62%. Much more work is needed in this area. Nevada does have a primary law for under age 6 and under and 60 pounds or under (this was increased from 5/40 in 2004).

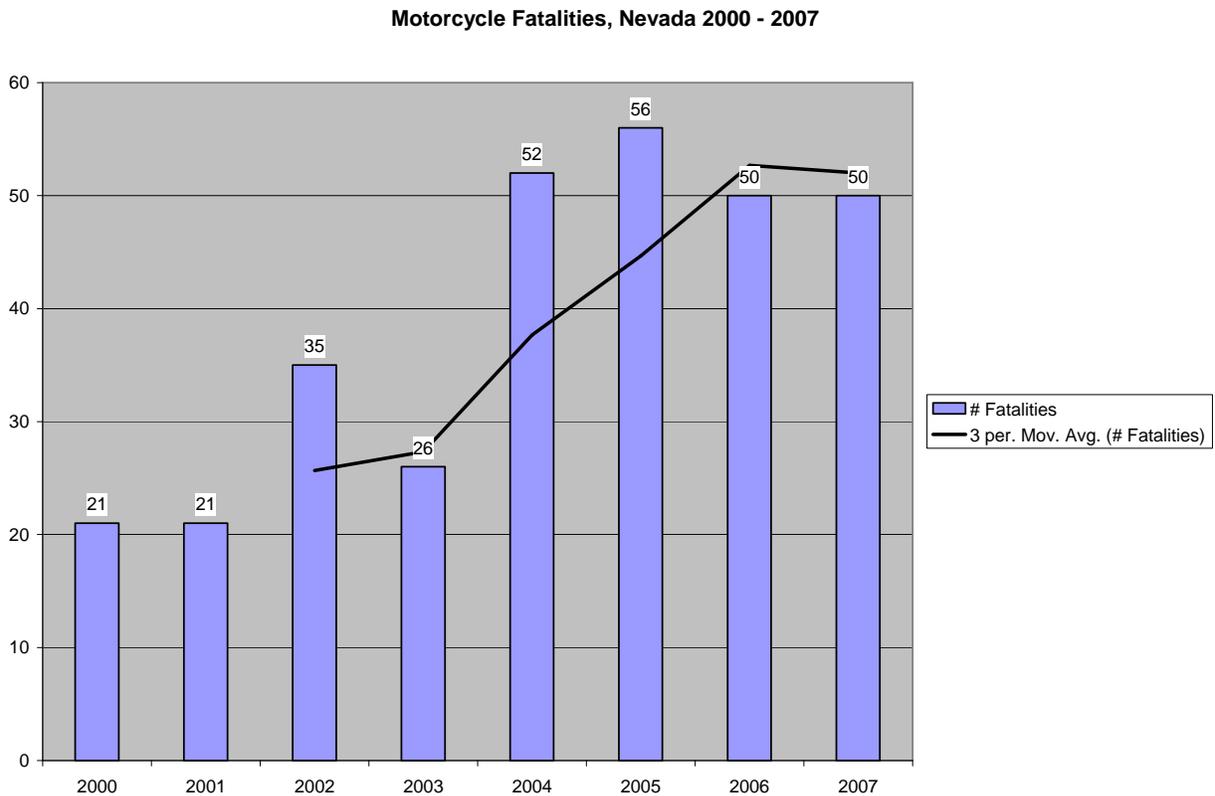
The restraint use by fatal occupants in motor vehicle crashes is still far too low. For 2002 the overall seat belt use rate was 44.7%. The use rate for MVO fatalities is 51.4% for 2006, while still very low this represents a 15.0% improvement.



Motorcycle

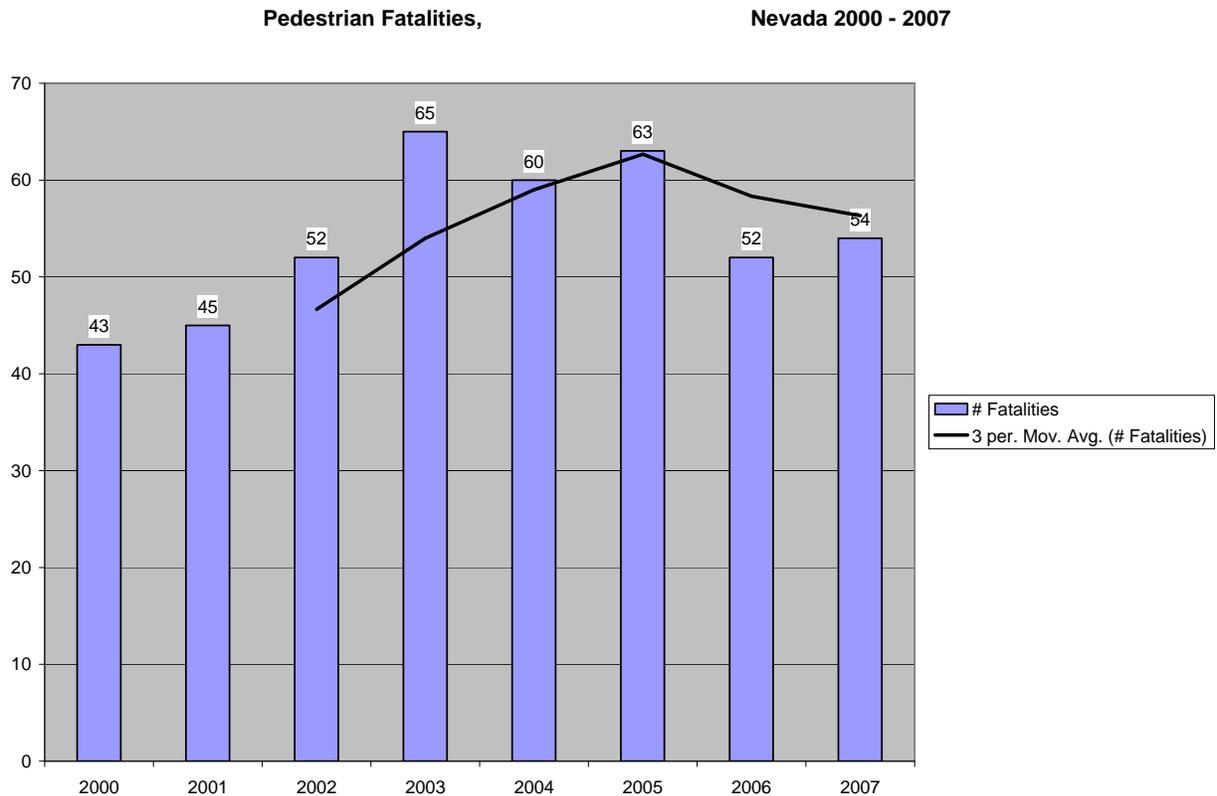
The fatalities for motorcycle crashes are still subject to large percentage swings but the trend is upward for the past few years. After a significant increase in 2004, there may be a leveling in the number of fatalities. Nevada is experiencing the same problems as many other regions of the country. Older riders returning to motorcycling are finding the performance of current machines far different than they were use to and traffic is much heavier leading to increased crashes in this older age group. The second group experiencing problems is the younger rider that is buying the high performance motorcycle, which exceeds their riding skill.

Nevada has excellent new rider and experienced rider programs. Capacity issues will be the limiting factor in continuing the growth of the program in the near future (the capacity relates to the course locations/facilities available, not the number of instructors).



Pedestrians

The majority of the pedestrian fatalities occur in the Las Vegas metropolitan area (76% in 2006). Even with approximately 40 million visitors per year the pedestrian fatalities are not the visitors but the residents of Las Vegas. The 24/7 nature of the gaming/hospitality industry means individuals who work in this industry are going to or coming home from work at all hours of the day/night. An additional complication to the pedestrian fatality problem is the infrastructure. Wide, multilane streets; high speeds; poor lighting in areas; minimal sidewalks; long blocks; etc., are conditions that have created an “unfriendly” environment for pedestrians.



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**PROGRAMS, PROJECTS, STRATEGIES,
AND PERFORMANCE MEASURES**

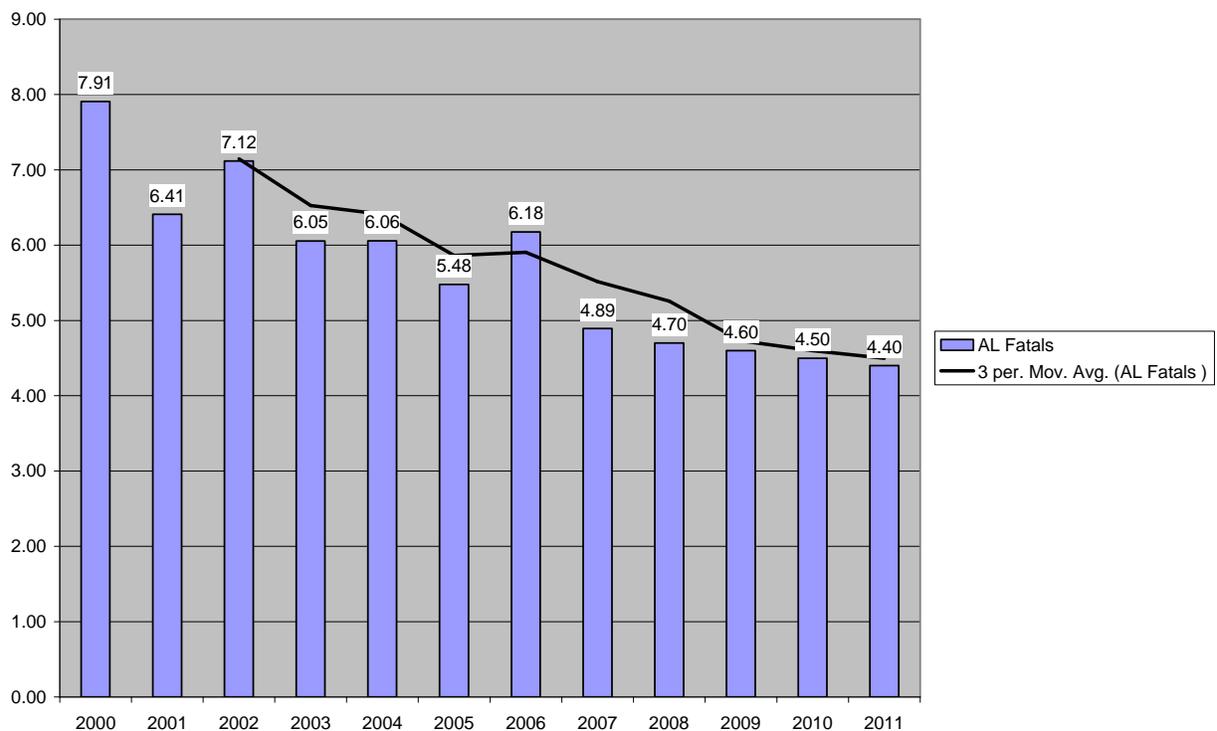
FFY2009

ALCOHOL IMPAIRED DRIVING

The Nevada Department of Public Safety - Office of Traffic Safety, in cooperation with other state and local agencies, has a comprehensive program to combat impaired driving. The key elements of the plan include prevention, deterrence, treatment and rehabilitation.

Despite the many activities and programs to reduce impaired driving, alcohol continues to be a significant problem for Nevada. The percentage of alcohol and drug related crashes and fatalities spiked significantly in 2003, dropped again in 2004 and 2005 and increased again in 2006 (based on most recent NHTSA FARS data). The State impaired fatality rate per vehicle miles traveled (alcohol related fatalities per 100 million VMT) was the 8th worst in the nation in 2006.

Alcohol Fatalities per 100,000 Population Actual 2000 to 2007 - Forecast for 2008 to 2011



PERFORMANCE GOAL

Through public education and enforcement programs, continue to reduce the trend in alcohol-related fatalities and serious injury rates.

PERFORMANCE MEASURE

Reduce the number of persons killed in alcohol/drug-involved collisions from 6.31 to no more than 4.50 by calendar year 2010.

STRATEGY

- Emphasize driver education through well-publicized enforcement of State DUI laws supported by earned and paid media and appropriate PI & E material. (Nevada Strategic Highway Safety Plan strategy #2 and #5).
- Continue to expand support to the judicial system and encourage the development of new DUI Courts and prosecutor training.
- Continue to expand the use of technology to reduce impaired driving such as:
 - Breath Ignition Interlock Devices
 - Internet based monitoring of DUI offenders
 - Simulators and demonstration devices (Seat Belt Convincer) for school and other education programs.
- Continue to foster an effective statewide impaired driving action committee (the Nevada Attorney General Advisory Coalition on Impaired Driving).
- Utilize the Office of Traffic Safety Law Enforcement Liaison to enhance the capabilities of Nevada's law enforcements ability to enforce Nevada DUI laws.
- Continue to encourage Law Enforcement Agencies to conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage drinkers (Nevada Strategic Highway Safety Plan strategy #2).
- Promote increase community programs emphasizing alternative to driving impaired such as: designated driver, rides for impaired drivers (with and with/out getting vehicle home, and public transportation).

ALCOHOL IMPAIRED DRIVING PROJECTS

Total Section 402 Funding Committed to Impaired Driving:	\$ 318,567
Total Section 406 Funding Committed to Impaired Driving:	\$ 122,204
<u>Total Section 410 Funding Committed to Impaired Driving:</u>	<u>\$1,214,122</u>
Total Funding Commitment to Impaired Driving:	\$ 1,654,893

402 Programs

28-AL-3 Reno Police Department – Motors Program \$ 54,500

The Reno PD has recognized the need to increase the enforcement of impaired driving laws in their city. Under this project, the City of Reno will provide their police department with 2 additional motorcycle officers annually for three years, with the provisions that these six officers be dedicated strictly to DUI enforcement and traffic enforcement duties. This is the third year of the three year grant to provide motorcycles for these six officers.

29-AL-5 Office of Traffic Safety – Judicial/Prosecutor Outreach \$ 25,000

This will fund an annual outreach effort for judges and prosecutors to present an eight hour course on issues related to the prosecution and adjudication of DUI offenders. Partnerships for this program include the National Judicial College and the Prosecutor’s Advisory Coalition.

29-AL-7 Office of Traffic Safety – Alcohol Mini-grants \$ 12,000

This provides a source of funding for small, onetime events for alcohol programs. These are limited to \$ 2,000.00 per award and are for projects that can take advantage of ideas that were unforeseen at the beginning of the grant process.

29-AL-9 Lincoln County Sheriff’s Office – Impaired Driving \$ 42,000

This project will equip each patrol unit for Lincoln County SO with an in-car video unit to aid the adjudication of DUI offenders. Lincoln County is geographically larger than Maryland with less than 5,000 total population and these units will effectively be the “back-up” for the arrest at court.

410 Programs

28-K8-18-2 Washoe County Alternative Sentencing – DUI Court \$ 81,586

This is the second year of a three year grant agreement for Washoe County Department of Alternative Sentencing. This project provides funding for a case manager for the supervision and management of individuals that are participating in the treatment program available to offenders convicted of either a 1st or 2nd DUI charge. A unique aspect of this program is that any limited jurisdiction judge may use this service. In the first year, four judges have begun participating and the program is on target to have a self-sustaining case load within the three year grant agreement.

28-K8-18-3 Las Vegas Metro Police Dept. – DUI Van \$100,000

In the second year of this three year project, Las Vegas Metro Police will purchase and deploy a mobile DUI van during weekends and special events to pick up and process drivers who are suspected of driving a vehicle while under the influence. The van is considered a multiplier in that it encourages DUI enforcement by patrol (non-traffic) officers, who often are hesitant to make these types of arrests.

28-K8-18-6 Las Vegas Justice Court – DUI Court \$100,000

This DUI Court Program is a court-supervised, comprehensive treatment collaborative designed to deter future drinking and driving offenses by addressing core problems in treatment. It follows the nationally recognized specialty court standard and uses a team approach lead by a Justice of the Peace and representatives from the District Attorney’s office, Public Defender’s Office, Clark County House Arrest Unit, and treatment providers. This is the second year of a three year project.

28-K8-18-16 Second Judicial Court – DUI Court \$100,000

This is the second year for a felony level DUI court treatment program for the Washoe County District Court (2nd Judicial District Court). This became a serious need with the passage of a bill specifically authorizing the treatment option for the felony level offender (with specific restrictions). This program was started during the second quarter of FFY 08 with funding reserved for this purpose upon passage of the legislation.

29-K8-18-1 Office of Traffic Safety – Program Management \$ 80,000

This project provides funding for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of the Section 410 funds and includes management of the sustained enforcement and publicity efforts. Included in this project is funding for the printing of brochures and pamphlets and distribution of literature and media materials developed through successful projects.

29-K8-18-2 Joining Forces Program Management \$ 30,000

This project provides funding for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of the Joining Forces Program.

29-K8-18-3 Planning and Administration – Section 410 \$ 60,000

This project provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects funded by Section 410.

28-K8-18-4 UNLV TRC – Home For The Holidays (Safe Rides) \$ 32,400

This project provides funding to help off-set the costs of free rides home for individuals after consuming alcohol during the parties common during the Christmas through New Years holiday period. The program is very popular because not only does the individual(s) receive a ride but the vehicle is also delivered to the home.

28-K8-18-5 Attorney General’s Advisory Coalition on Impaired Driving \$ 15,000

An assessment of alcohol programs and a special management review conducted in 2004 & 2006 recommended a cabinet level impaired driving task force. Through the efforts of the DPS-OTS, a coalition on impaired driving was established as an advisory to the Nevada Attorney General in 2006. Funding in this project provides for video conferencing, meeting rooms, travel and other expenses.

29-K8-18-6 Office of Traffic Safety – PI & E – Impaired Driving \$ 25,000

This provides funding for PI&E items for distribution year-round and is available to law enforcement, courts, DMV, and other applicable agencies.

29-K8-18-7 Office of Traffic Safety – Law Enforcement Liaison \$ 20,000

An impaired driving and occupant protection assessment and a management review recommended Nevada DPS-OTS contract the services of a Law Enforcement Liaison (LEL) to coordinate enforcement activities with Law Enforcement agencies. This project, funded by Section 403, 405 and 410 awards, provides the funding for the contract services recommended by NHTSA.

29-K8-18-8 Joining Forces – Section 410 Overtime Funding \$407,340

This funding provides for over time by law enforcement to conduct impaired driving events using STEP, Saturation, and/or DUI Checkpoints during FFY 2009.

29-K8-18-9 Office of Traffic Safety – Paid Media – Impaired Driving \$ 162,796

The Drunk Driving, Over the Limit Under Arrest impaired driving enforcement/media campaign is conducted over the Labor Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard-hitting, paid media message combined with stepped-up enforcement of impaired driving laws. This project will provide funding for State funded paid media for the Federal Fiscal Year 2009 effort.

406 Programs

29-406AL-1 Office of Traffic Safety – Program Management \$ 15,000

This project provides funding for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing and evaluation of the Section 406 funds.

29-406AL-2 Office of Traffic Safety – Paid Media – Impaired Driving \$ 107,204

This funds advertising for Impaired Driving that occurs during events that are not conducted in relation to the National Crack Down (Labor Day).

COMMUNITY PROGRAMS

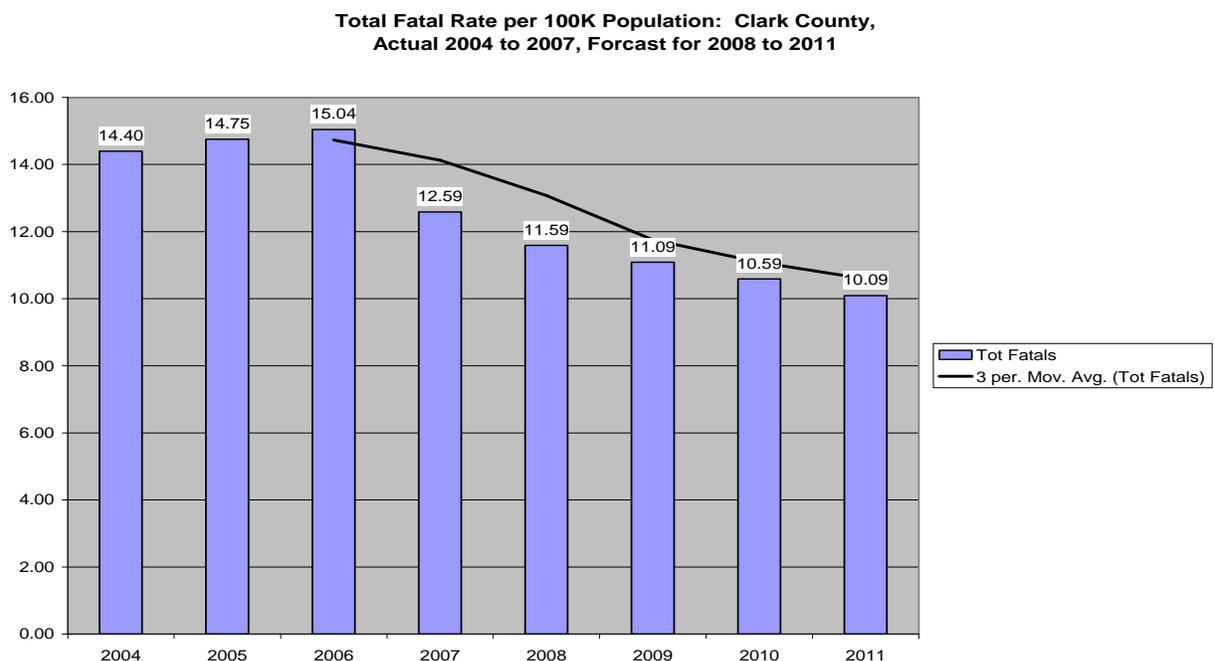
Community Programs are conducted by a wide variety of agencies and coalitions. By their nature, these projects often include several areas of traffic safety which are often based on the priorities established for their respective coalition. Nevada DPS-OTS recognizes the valuable contributions made by community oriented programs to reducing traffic fatalities and serious injury. A Safe Community is one that promotes injury prevention activities at the local level to solve local highway, traffic safety and other injury problems using a "bottom up" approach involving its citizens.

Safe Communities use an integrated and comprehensive injury control system. They build broad coalitions, identify problems, use estimating techniques to determine economic costs associated with traffic related crashes, conduct program assessments from a "best practices" and prevention perspective, implement plans with specific strategies and conduct evaluations to determine the impact and cost benefits of programs.

PERFORMANCE GOAL

Maintain the downward trend in Nevada's traffic related fatalities and injuries by continuing to support local, regional, and statewide coalitions and their partners.

PERFORMANCE MEASURE



Effectively utilize the Community Programs to reduce the fatality rate in Clark County to no more than 10.60 fatalities per 100,000 population in 2010.

29-CP-1 Office of Traffic Safety – Program Management \$ 35,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

27-CP-6 Douglas County – CPS Fitting Station \$ 16,304

This project, conducted by the Douglas County Sheriff Office, will establish a permanent child safety seat fitting station that will be open two days per week and by appointment. The fitting station will be located at the Sheriff’s Office and two local fire stations, manned by trained sheriff personnel.

29-CP-2 Nye Community Coalition – Driving Safety Through Education \$ 16,493

This project will use a computer simulator to help provide increase awareness of driving issues for beginning drivers. The Nye Coalition is uniquely qualified to reach out to youth because of access to the community and ongoing youth efforts.

29-CP-3 Clark County School District – Driver Training Curriculum \$ 52,092

This is the first year of a project to develop a standard curriculum for driver training in the Clark County High Schools. Drivers training is now a required subject in high schools after passage of a related law last legislative session.

29-CP-4 Payne Foundation – Driver’s Edge \$ 170,000

This helps off-set costs associated with this non-profit organization that provides a no cost to participant with a hands-on experience and training of desired driving skills to include skid control, panic braking, and avoidance procedures. Funding is for only events held in Nevada as this program is offered in various parts of the country.

29-CP-5 Office of Traffic Safety – Mini-grants \$ 15,610

This project enables the Office of Traffic Safety to provide effective and timely education to the public through traffic safety community coalitions and partners. Upon application, DPS-OTS offers mini-grants to qualified organizations to conduct education and enforcement programs. Maximum awards are limited to \$2,000 per agency per year

29-CP-6 UNLV-TRC – Pace Program \$ 40,000

This is a year long program on traffic safety targeting high school age drivers. By partnering with the Drivers Edge Program and creating a competition between teams of teen drivers on safety issues an effective program has been developed. This started as an idea by the Safe Communities Coalition of Las Vegas and is now a solid program for youth outreach.

406 Programs

29-406CP-1 Office of Traffic Safety – Program Management \$ 15,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 406 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-406CP-3 University Medical School – Injury Prevention Research \$ 150,000

This project will utilize the technical expertise of the University of Nevada School of Medicine to provide OTS and our safety partners with an analysis of traffic crashes and fatalities from 2006 – 2007. The University Staff will utilize the latest state crash data contained in the DPS crash files and data obtained through the university Medical Center Trauma Center. The initial focus of this project will be on providing detailed analysis of pedestrian crashes in Clark County.

29-406CP-4 Office of Traffic Safety – Professional Development \$ 20,000

Providing DPS-OTS a funding source for courses, conferences, and seminars, this project will enhance the professional development of internal staff and partners within the traffic safety community.

29-406CP-5 Office of Traffic Safety – Printing \$ 7,000

Throughout the year, DPS-OTS has requirements to conduct public media events (press events) and publish general traffic safety brochures, reports (HSP and Annual Reports) and handouts to support community coalitions and organizations. This project provides funding for contract public relations services and printing.

29-406CP-7 Office of Traffic Safety – Interactive Web Site \$ 40,000

The interactive web site will enable anyone to learn of the efforts and successes of the Office of Traffic Safety. Areas contained in the web site would include: Data, Trends, Best Practices, Programs, Funding, Applications for Funding, HSP, Annual Report, SHSP, Calendar of Events, etc.

29-406CP-8 Office of Traffic Safety – Marketing Specialist Program Mgr. \$ 85,000

With the increasing complexity of the programs and new partnerships developed by the Office of Traffic Safety, this position will help coordinate the marketing of the successful programs whether OTS or our Partners.

29-406CP-9 Office of Traffic Safety – Marketing Mgr. – Program Support \$ 20,000

This funding will help support the Marketing Specialist in the course of their responsibilities.

29-406CP-10 Office of Traffic Safety – PI & E \$ 15,000

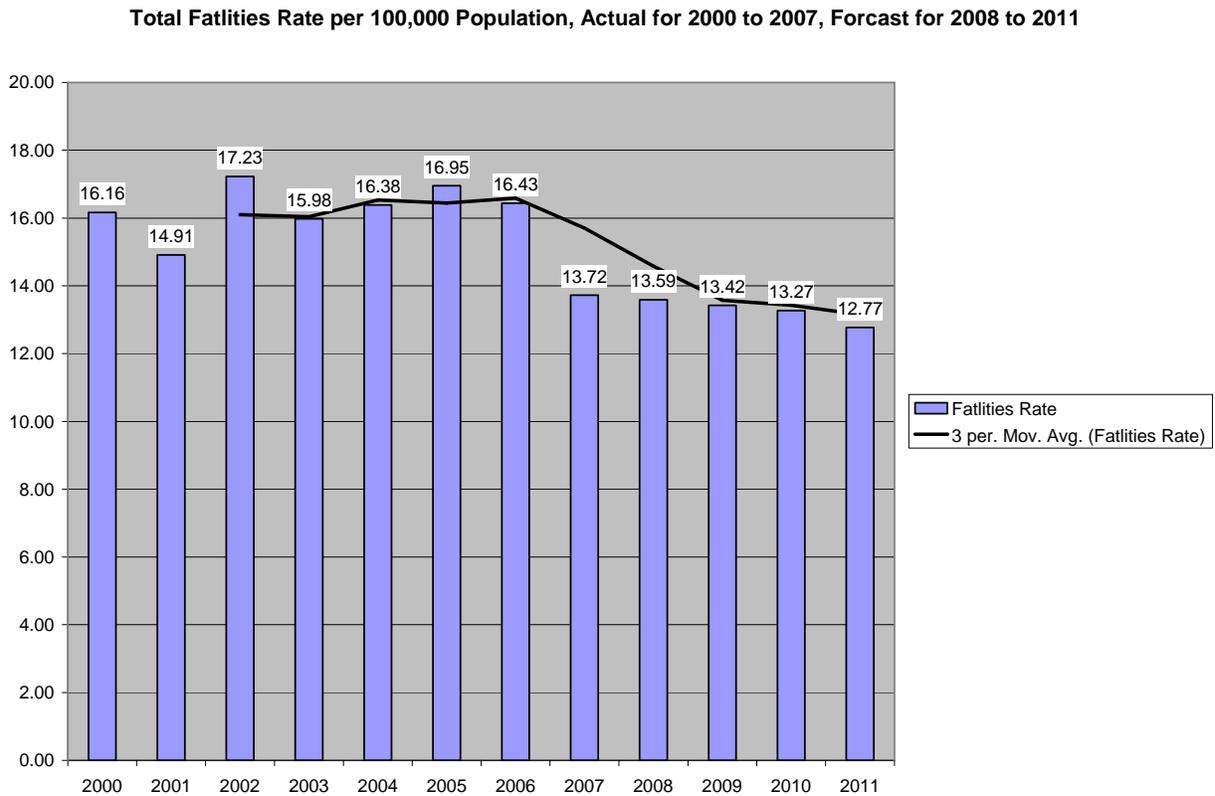
This provides funding for PI&E items for distribution year-round and is available to law enforcement, courts, DMV, and other applicable agencies.

29-406CP-11 Office of Traffic Safety – Mini-grants \$ 12,000

This provides a source of funding for small, onetime events for alcohol programs. These are limited to \$ 2,000.00 per award and are for projects that can take advantage of ideas that were unforeseen at the beginning of the grant process.

EMERGENCY MEDICAL SERVICES

Support is primarily provided to rural community fire and volunteer departments to help reduce delays in providing medical services to victims of motor vehicle crashes. Primary emphasis is placed on distributing extrication equipment throughout the State and on promoting extrication, first responder, EMT, and paramedic training programs.



PERFORMANCE GOAL

Continue to support first responder training and improve statewide emergency medical services by providing badly needed extrication equipment for rural agencies.

PERFORMANCE MEASURE

Reduce the number of persons killed in traffic collisions to no more than 13.25 in calendar year 2010.

STRATEGY

- Provide EMS Technicians, highway maintenance staff, and state patrol with medical responder training (Nevada Strategic Highway Safety Plan strategy #17).
- Provide extrication equipment to rural Nevada fire districts.

29-EM-5 Nevada State Health Division – Mobile Testing Lab \$ 15,200

The State Health Division has created a plan to reduce the recruitment and retention of volunteers for EMS trained individuals for the rural areas of the state. A mobile testing facility to reduce the cost and time currently required for testing for EMT certification should help reduce this problem. Again, the funding level is related to the ratio of traffic incidents to total calls.

29-EM-6 Central Lyon Fire Department – Decrease Extrication Times \$ 16,172

This is one of the rural counties experiencing rapid growth and this grant will enable them to acquire up-to-date extrication equipment to assist in traffic crashes as needed.

29-EM-7 Sparks Fire Department – Extrication Equipment \$ 38,704

This is the first year of a three year program to up-grade extrication equipment for this community. Over the last few years this city has grown by both development and annexation, as a result, new locations and equipment are needed for suitable coverage of the area.

406 Funding

29-406EM-1 Office of Traffic Safety – Program Management \$ 25,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 406 funding. Included in this project is funding for the printing of brochures and pamphlets and for the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-406E2 Nevada State Health Division – On-Site Survey \$ 7,500

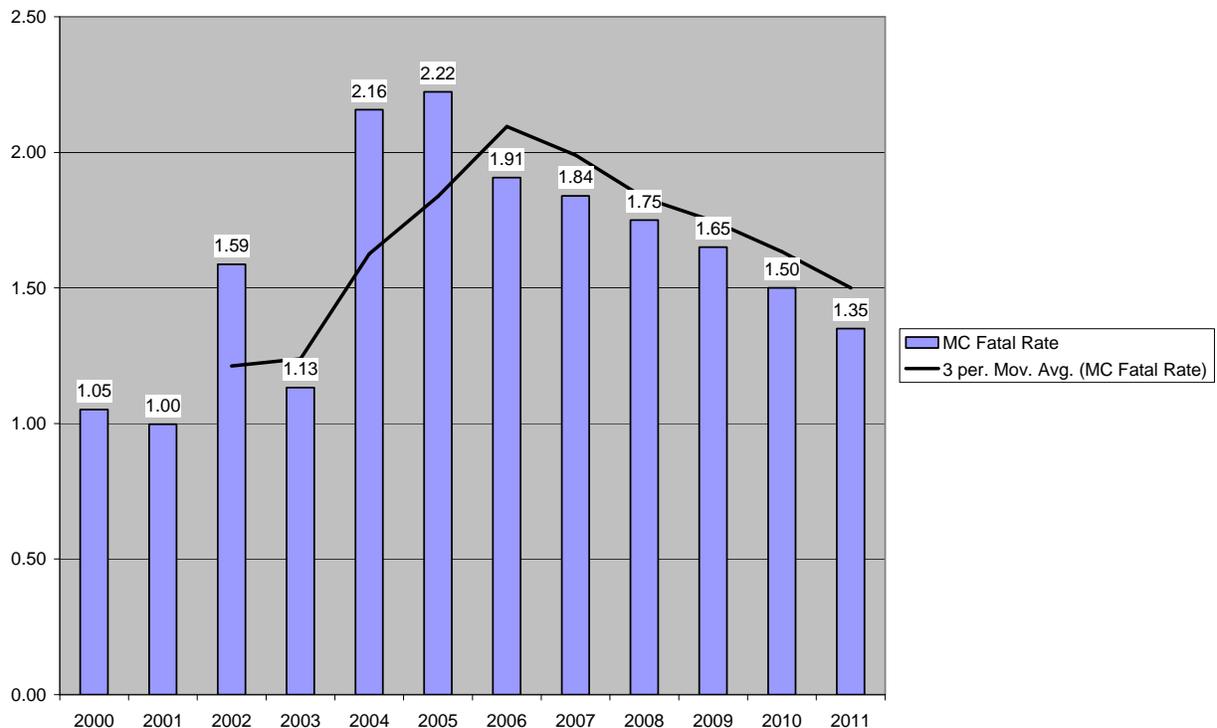
This project will fund the additional travel costs associated with efforts to organize rural hospital emergency rooms and identify those that would be able to be upgraded to Trauma III status. The health division has funds for training and equipment but not for the travel and information gathering required to start the effort.

MOTORCYCLE

The State experienced a significant increase in motorcycle fatalities in 2004. Since then, fatalities remained relatively the same in 2005, 2006, and 2007. With the increasing population growth and renewed popularity of motorcycles, the enforcement and education of both motor vehicle operators and motorcycle riders is becoming more critical. This is particularly true in southern Nevada where the weather is conducive to year round riding.

A key element in reducing motorcycle crashes is a sound rider education for motorcyclists. The Nevada Rider Training Program, which is in the Nevada Department of Public Safety Office of Traffic Safety, has been rated as one of the top four in the nation. The Rider Program continues to increase student enrollment and is only constrained by a lack of suitable locations/facilities to hold classes.

Motorcycle Fatal Rate per 100,000 Population - Actual 2000 - 2007, Forecast to 2011



PERFORMANCE GOAL

Continue to provide quality training, enforcement, and educational programs to reduce the number of motorcycle crashes and fatalities.

PERFORMANCE MEASURE

Reduce the number of motorcyclist killed in traffic collisions to no more than 1.5 in calendar year 2010.

STRATEGY

- Provide public education on the importance of heightened awareness of motorcycles on our highways
- Develop a coalition of motorcycle safety advocates to review recommendations made in the “National Agenda” (NAMS) for the purpose of identifying new strategies to educate the driving public (motor vehicle and motorcyclists) on how to share the road.
- Increase the number of Basic Rider beginning and Experienced Rider motorcycle training courses being taught in Nevada.

MOTORCYCLE PROJECTS

Total Section 402 Commitment to Motorcycle Programs:	\$ 45,000
Total Section 2010 Commitment to Motorcycle Programs:	\$ 120,000
Total State Commitment to Motorcycle Programs (non-federal):	\$ 434,560
Total Funding Commitment to Motorcycle Programs:	\$ 598,560

402 Funding

29-MC-1 Office of Traffic Safety – Program Management \$ 15,000

Provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded through Section 402

29-MC-2 OTS Motorcycle Awareness Media – Laughlin River Run \$ 30,000

This will provide funding for an awareness campaign prior and during the annual Laughlin Motorcycle River Run event.

406 Funding

29-2010MC-1 Office of Traffic Safety – Program Management \$ 10,000

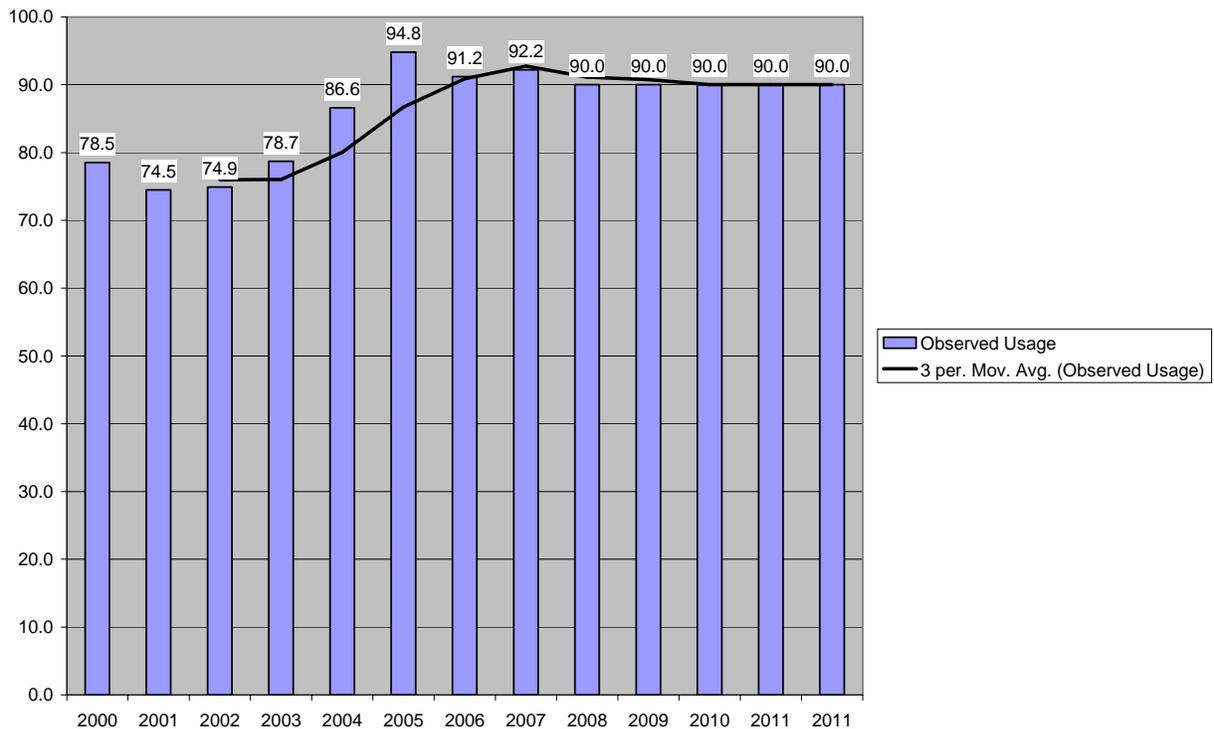
Provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded through Section 2010

The Nevada Motorcycle Rider Program was established in 1992 and has trained over 32,000 riders using State funds. Through this grant, the Rider Program will continue to expand the motorcycle training to accommodate more instructors, more classes, and additional motorcycle awareness media. The program will purchase additional motorcycles to accommodate new ranges, recruit and conduct two instructor training courses and produce two media campaigns to remind the public to “Watch out for Motorcycles” during peak rider events.

OCCUPANT PROTECTION

The observed seat belt use rate for Nevada has traditionally been amongst the highest in the nation for states without a primary seat belt law. The use rate in 2007 was 92.2% and indications are that the use rate in 2008 will again exceed 90%. Despite the high use of safety belts, the number of unbelted fatalities continues to be disproportionately high, although decreasing. In 2006, 46% of Nevada fatalities (occupants in motor vehicles) were not wearing a seat belt. With the State's exponential growth and transient population, more effort is needed to both increase seat belt use rates with the habitual non-users, and to educate our new residents about how occupant restraints save lives.

Observed Seatbelt Usage, Actual 2000 - 2008, Forcast 2009 - 2011



PERFORMANCE GOAL

Continue to increase public awareness of the importance of the correct use of vehicle safety belts and child restraints through education and enforcement.

PERFORMANCE MEASURES

- Maintain an observed statewide safety belt use rate of 90% or higher.
- Reduce the number of unrestrained fatalities from 46% recorded in 2006 to 42% in 2008.
- Increase the usage rate of seat belts for the habitual non-users in Nevada (young males, night-time drivers and impaired drivers):

- Increase the seat belt use rate of 16-20 year old drivers involved in fatal crashes from 27% in 2006 to 32% in 2008 (FARS data).
- Increase the seat belt usage rate of drivers involved in fatal crashes from 6pm to 9pm from 24% in 2006 to 30% in 2008 (FARS data).
- Increase the seat belt usage rate of drivers who had been drinking (in fatal crashes) from 15% in 2005 to 22% in 2008.

STRATEGY

- Continue to emphasize public education of Nevada’s Safety Belt Laws through enforcement and paid and earned media venues (state Strategic Highway Safety Plan strategy #7)
 - Provide paid media to support the Click It or Ticket enforcement.
 - Provide paid overtime for law enforcement to enforce seat belt laws
 - Continue night time enforcement of seat belt laws
 - Combine DUI and Seat Belt enforcement events throughout the year
 - Provide training to law enforcement officers, statewide, on Nevada’s seat belt and child restraint laws, proper car seat use and availability of local resources for assistance
- Continue to provide public education programs and partner with other traffic safety advocates on safety belts, child passenger safety, proper seating and the use of booster seats (State Strategic Highway Safety Plan strategy #7).
- Continue to promote Nevada’s Seat Belt Coalition (State Strategic Highway Safety Plan strategy #7)
- Conduct and disseminate statistical, public opinion and awareness surveys to determine:
 - Front seat observed seat belt use (day and night)
 - Public opinion and attitude regarding occupant protection laws

OCCUPANT PROTECTION PROJECTS

Total Section 402 Commitment to Occupant Protection:	\$ 544,095
Total Section 405 Committed to Occupant Protection:	\$ 211,794
Total Section 406 Committed to Occupant Protection:	\$ 112,448
Total Funding Commitment to Occupant Protection:	\$ 868,337

402 Programs

27-OP-3 Clark County School District – Tweens \$ 37,000

In the third year of a three year project, Clark County Safe Kids will conduct education and CPS outreach programs to children ages 8-15 that emphasize the importance of using booster seats and seat belts for children in the age range not covered by booster seat laws (peer education). The program will include both English and Spanish versions.

27-OP-6 Nye County Sheriff's Office – OP and Enforcement \$ 32,384

Conduct community events for seat belt use, child passenger seats, and booster seats. Conduct training for CPS violators, parents, installers and inspectors. Provide funding for additional Occupant Protection enforcement.

28-OP-2 Nye County Family to Family – CPS Programs \$ 62,527

The Southern Nye County Family Vehicle Safety Project is designed to increase usage of child vehicle restraints through car seat check events, Family Vehicle Safety Classes, media and press events, and by providing car and booster seats for low-income families and community education classes. This project targets the Pahrump and Beatty/Armargosa areas.

28-OP-3 Clark County Safe Kids – CPS Programs \$ 40,000

This will fund an ongoing project to develop a CPS Hot-line. The Hot-line will allow citizens to call and report non-use of CRS (Child Restraint Systems) that they observe. If the information is sufficient the owner of the vehicle will be contacted and provided CPS information as to usage and fitting services available in the area along with Nevada law.

29-OP-1 Program Management \$ 45,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-OP-2 Mason Valley Fire District – Child Passenger Safety \$ 4,798

This project is aimed at increasing the use of Child Passenger Seats via community events, education activities, and CPS fitting events.

29-OP-3 Clark County Safe Kids – Buckle Up Special Kids \$ 38,000

This project will provide a resource and advocate for the safe transportation of special needs children. Methods used will be education on the subject and to establish a program that will identify the proper seat to use and attempt to fill that need by purchase or loaner program seats.

29-OP-4 Ron Wood Family Resource Center – CPS Program \$ 62,367

Ron Wood Family Resource Center will provide CPS programs to community events, fitting service to families needing CRS, and act as a resource for all child traffic safety issues.

29-OP-5 Office of Traffic Safety – Mini-grants \$ 12,000

This project enables the Office of Traffic Safety to provide effective and timely education to the public through traffic safety community coalitions and partners. Upon application, DPS-OTS offers mini-grants to qualified organizations to conduct CPS education and enforcement programs. Maximum awards are limited to \$2,000 per agency per year.

29-OP-6/28-CP-8 Office of Traffic Safety – Opinion Survey on Seat Belts \$ 20,000

This survey is designed to measure the public opinion related to the desire or lack thereof for a primary seat belt law for adults and children 6 or older.

29-OP-7 Office of Traffic Safety – CPS State Programs \$ 12,000

At the recommendation of a NHTSA occupant protection assessment conducted in 2004 and a recommendation made by Western Region NHTSA, DPS-OTS assisted in the creation of a CPS Task Force. The Task Force was established in 2003 and funding in this project provides support (travel, video teleconference fees, meeting rooms) for the task force for up to 12 meeting per year (three of which are in-person meetings).

29-OP-8 Office of Traffic Safety – Seat Belt Coalition \$ 5,000

An occupant protection assessment conducted in 2004 recommended that seat belt safety advocates facilitate the organization of a broad-based coalition of organizations, agencies, industry groups and businesses to continue educating the public on the need to wear seat belts, every trip, every time. This funding will provide support services for safety advocates during the development of the coalition.

29-OP-9 Office of Traffic Safety – May, 2009 CIOT Media \$ 113,204

This grant provides funding for paid media during the Memorial Day CIOT campaign.

29-OP-10 Office of Traffic Safety – November, 2009 CIOT Media \$ 30,000

This grant provides funding for paid media during a November Seat Belt campaign

29-OP-11 UNLV-TRC – Night Seat Belt Survey \$ 29,815

This will be the first seat belt use survey conducted during evening hours to gauge the difference between the official observed rate during daylight hours as compared to night-time hours.

405 Programs

29-405OP-1 UNLV-TRC – Seat Belt Survey \$ 66,794

This survey is the official day time survey taken each year with the results becoming the NHTSA usage rate for Nevada.

29-405OP-2 Office of Traffic Safety – Law Enforcement Liaison \$ 20,000

A key element to increase seat belt usage is stepped up enforcement of State safety belt laws. Funding in this project provides for contracted liaison services to coordinate enforcement activities between law enforcement, DPS-OTS, and broadcast and earned media.

29-405OP-3 OTS – Joining Forces \$ 125,000

This will provide funding for seat belt enforcement during the CIOT campaign.

406 Programs

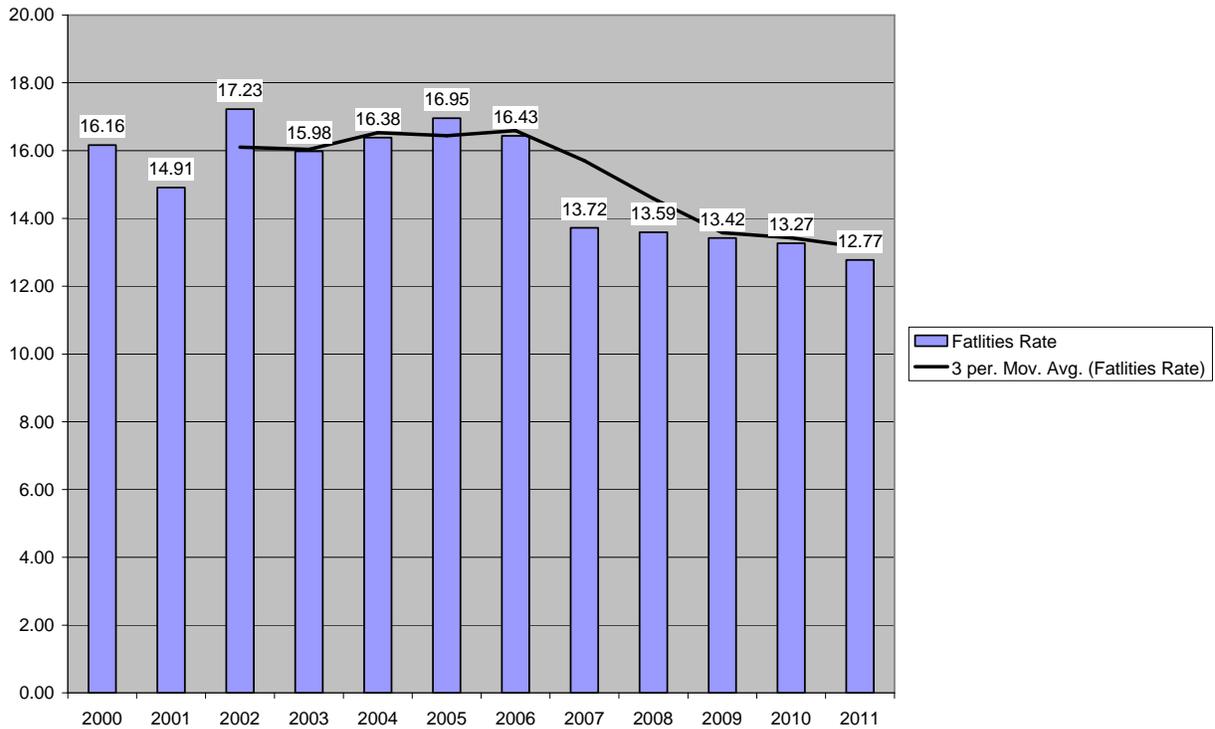
29-406OP-1 Office of Traffic Safety – Program Management \$ 20,000

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area and funded by Section 406 funding. Included in this project is funding for the printing of brochures and pamphlets and the distribution of literature and media materials developed through successful projects, or obtained from other sources.

PLANNING AND ADMINISTRATION

A maximum of ten percent of 402 funding received annually is allowed for overall planning and administration of the Traffic Safety Office. These funds cover expenses not directly related to specific projects listed in this plan.

Total Fatalties Rate per 100,000 Population, Actual for 2000 to 2007, Forecast for 2008 to 2011



PERFORMANCE GOAL

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

PERFORMANCE MEASURE

- Reduce the number of persons killed in traffic collisions to no more than 13.25 in calendar year 2010.
- Utilize Federal and State matching funds (10% of Section 402 funding) to provide planning and administration for State Highway Safety Office programs.

PLANNING AND ADMINISTRATION PROJECTS

Total Section 402 Funding Committed to Planning and Administration:	\$ 216,235
Total Section 406 Funding Committed to Planning and Administration:	\$ 124,173
<u>Total Section 410 Funding Committed to Planning and Administration:</u>	<u>\$ 60,000</u>
Total Funding Committed to Planning and Administration	\$ 400,408

P & A : This project provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within all program areas and for the development of the Annual Highway Safety Plan and Annual Report. Planning and administration costs include those of the provided by the Chief of the DPS-OTS, Management Analyst III, Administrative Assistant IV, and the Administrative Assistant III.

402 Funding

29-PA-1	Office of Traffic Safety – Planning and Administration	\$ 216,235
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406 Funding

29-406PA-1	Office of Traffic Safety – Planning and Administration	\$ 124,173
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410 Funding

29-410PA-1	Office of Traffic Safety – Planning and Administration	\$ 60,000
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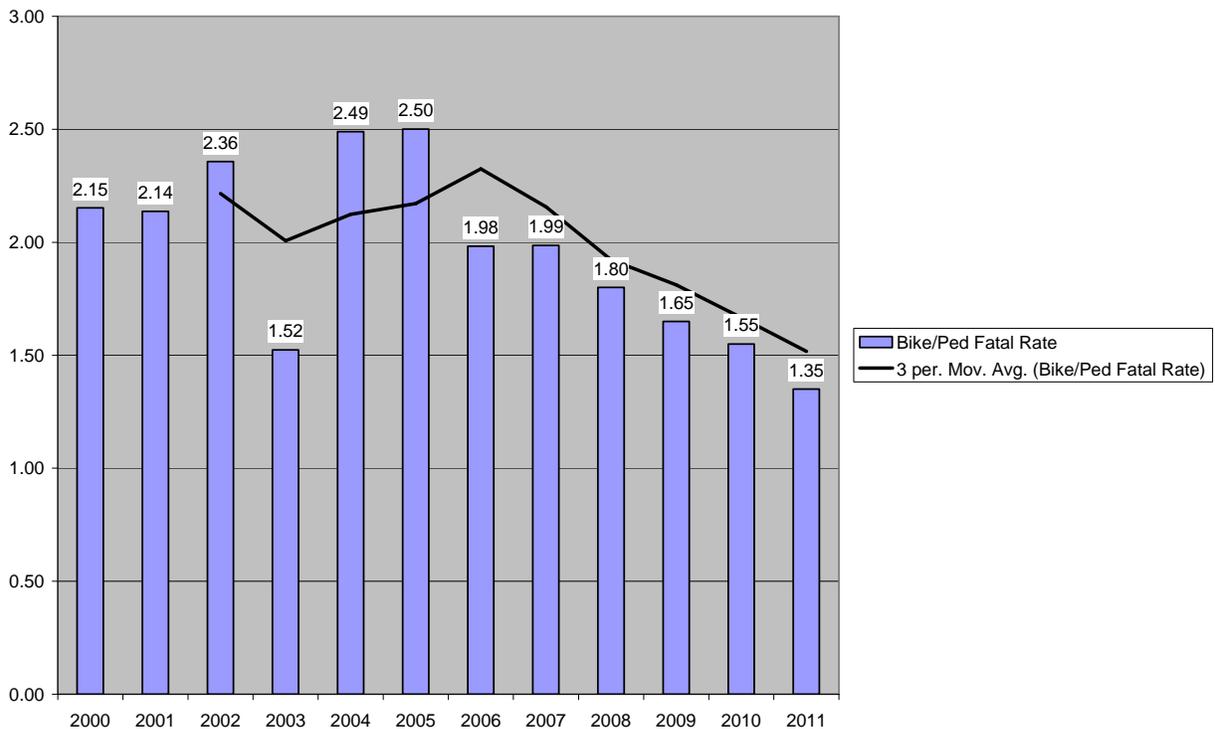
PEDESTRIAN AND BICYCLE SAFETY

With the number of pedestrian and bicycle deaths varying from 49 to 75 per year, for the last 10 years, it is difficult to establish clear trends with respect to these types of fatalities. Regardless, Nevada has one of the highest pedestrian fatality rates, at 2.9 fatalities per 100,000 population, compared to the national rate of 1.6.

The extreme growth in population in our large metropolitan areas is resulting in an increase in both pedestrian and vehicle traffic bringing increased risk to pedestrians and bicyclist. In 2007, most fatalities (92%) occurred in the populous Clark County.

Most crashes occurred on minor arterials and at non-intersection locations and adults between the ages of 25 – 64 were involved in 62% of all pedestrian crashes. Approximately 74% of the fatal crashes occurred at non-intersection locations.

Bike/Ped Fatality Rate per 100,000 Population, Actual 2000 - 2007, Forcast 2008 - 2011



PERFORMANCE GOAL

Continue the downward trend established in 2004 in reducing pedestrian and bicyclists traffic fatalities and serious injuries.

Performance Measures

Reduce the number of persons killed in pedestrian and bicycle traffic crashes to no more than 1.55 in calendar year 2010.

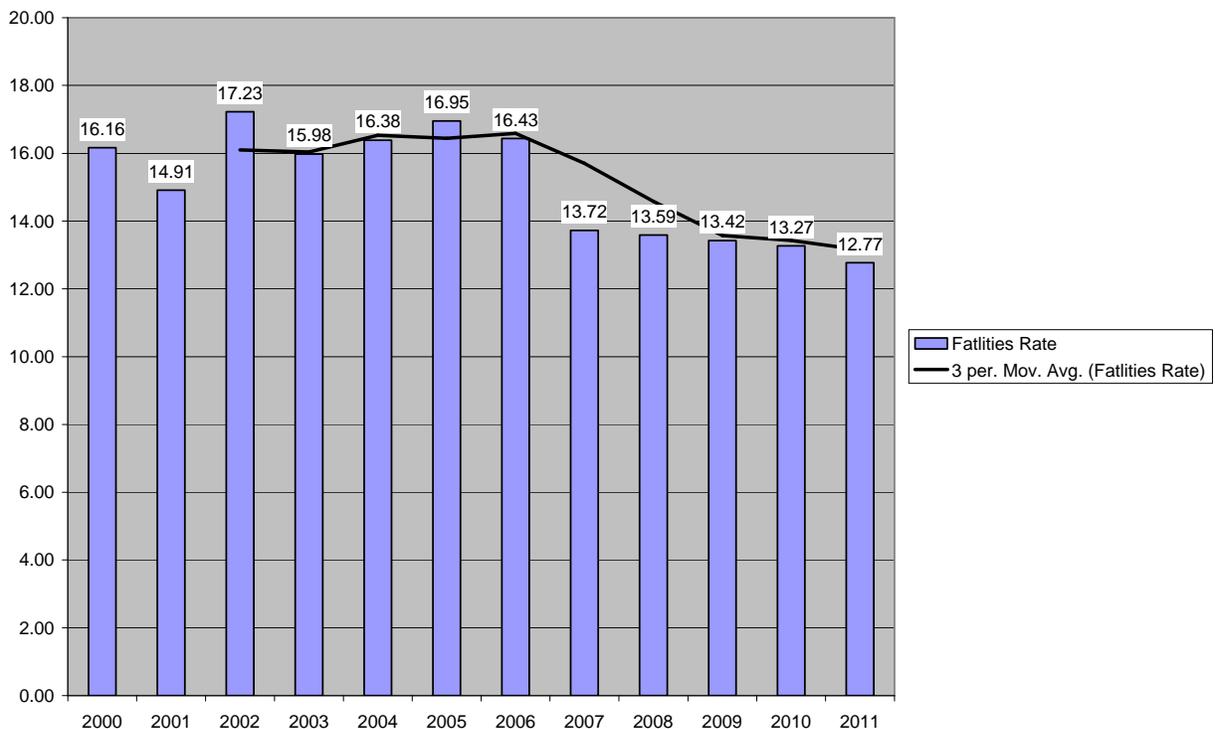
POLICE TRAFFIC SERVICES

Nevada Department of Public Safety - Office of Traffic Safety cooperates with State and local law enforcement agencies to provide an efficient and effective Police Traffic Services program. The objective of the program is to enforce traffic laws, prevent crashes and deaths, assist the injured, document crashes, supervise clean-up and restore safe and orderly movement of traffic.

The DPS-OTS relationship with law enforcement is critical to the success of many traffic safety counter-measures and for the prevention of traffic related injuries. State traffic enforcement resources (equipment and human resources) have not kept pace with the population explosion in Nevada during the past ten years, making this funding essential to pro-active traffic program implementation.

The Police Traffic Services projects in this plan may also address other programs areas, such as speed, alcohol, occupant protection and equipment. Funding for enforcement events are combined with the DPS-OTS Joining Forces sustained, multi-jurisdictional enforcement program.

Total Fatalities Rate per 100,000 Population, Actual for 2000 to 2007, Forcast for 2008 to 2011



PERFORMANCE GOAL

To support Nevada Law Enforcement in reducing traffic violations, crashes, and fatalities and promoting traffic safety.

PERFORMANCE MEASURES

- Maintain an observed seat belt use rate above 90%.
- Reduce the number of persons killed in traffic crashes to no more than 13.25 in 2010.
- Reduce the number of persons killed in alcohol/drug-involved collisions from 6.31 fatalities per 100,000 population (recorded in 2005) to no more than 4.5 in calendar year 2010.

STRATEGIES:

- Conduct a statewide, sustained, multi-jurisdictional law enforcement that includes increased enforcement of Safety Belts, Alcohol, Speed, and Pedestrians (Nevada Strategic Highway Safety Plan strategy 4,7 & 8).
- Enhance the ability of law enforcement to conduct public education through localized programs that provide equipment and overtime.
- Continue to develop a coalition with law enforcement that promotes increased public education through enforcement by contracting a Law Enforcement Liaison for the DPS-OTS.
- Provide specialized training to traffic officers and instructors as needed.
- Provide incentives and awards to honor top law enforcement agencies, officers and community members within the State.
- Fund public information and paid media endeavors to support safety belt, alcohol, speed and pedestrian enforcement programs.

Total Section 402 Funding Commitment to Police Traffic Service Programs:	\$ 81,893
Total Section 406 Funding Commitment to Police Traffic Service Programs:	\$ 746,675
Total Funding Committed to Police Traffic Services	\$ 828,568

402 Funding

28-PT-5 Reno Police Department – Speed Enforcement \$ 5,000

To decrease the incidents of traffic violations and accidents, the Reno Police Department Traffic Unit will conduct excess speed operations and saturation enforcement throughout the City of Reno based on locations determined to be at high risk. Specific intersections and other locations that statistically show a high rate of traffic violations and complaints such as red-light running and stop sign violations will also be targeted in this program.

29-406PT-3 Office of Traffic Safety – Joining Forces \$ 45,000
Training, Recognition and PI & E

This will provide funding for training and recognition events for officers of agencies participating in the Joining Forces program. Promotional, Incentive and Educational material will also be provided to participating agencies.

29-406PT-4 Office of Traffic Safety – Joining Forces Incentive Program \$ 30,000

This grant is to provide incentive awards for participation in the Joining Forces Program. These awards are given at a year-end meeting of all agencies. Public recognition of the efforts of law enforcement are one of the elements of the program that makes it successful.

29-406PT-5 Office of Traffic Safety – Mini-grants \$ 12,000

This project enables the Office of Traffic Safety to provide effective and timely education to the public through traffic safety community coalitions and partners. Upon application, DPS-OTS offers mini-grants to qualified organizations to conduct traffic safety education and enforcement programs. Maximum awards are limited to \$2,000 per agency per year.

29-406PT-6 Office of Traffic Safety – Joining Forces Enforcement \$ 619,675

This funding is for overtime for participating agencies to cover any events on the Joining Forces Calendar that are not covered by program specific funding (405, 410).

29-406PT-7 Office of Traffic Safety – Joining Forces Travel \$ 20,000

This funds the travel necessary for the participants of the Joining Forces Program to attend quarterly meetings to review progress and coordinate the efforts for the upcoming quarter.

29-JF-1 Joining Forces – Law Enforcement Over-Time

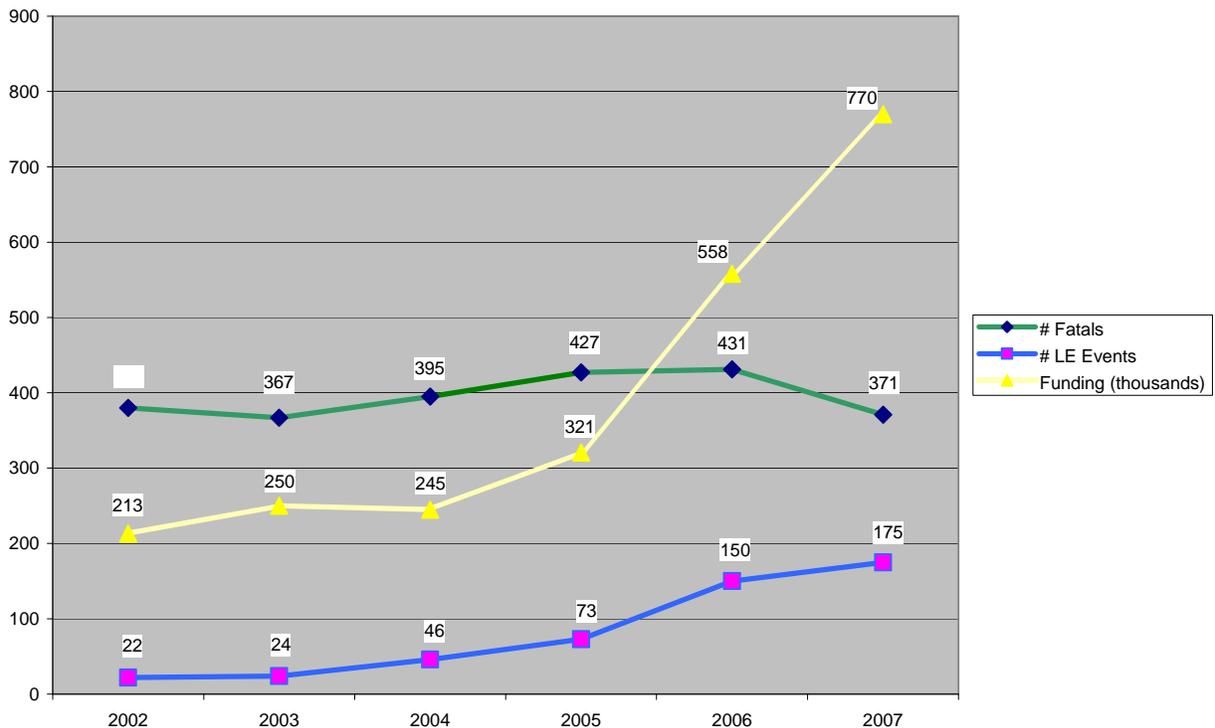
Joining Forces is a program that funds over-time to law enforcement for traffic enforcement events. Multiple funding sources are used to maximize the benefits of the program and to cover the critical program areas such as, Impaired Driving, Occupant Protection, Speed, etc.

This is the master grant for the program, funded as shown below.

Consolidated Funding for Joining Forces Overtime Program

Joining Forces – 29-405OP-3 (405 funding)	\$ 125,000
Joining Forces – 29-406PT-6 (406 funding)	\$ 619,675
Joining Forces – 29-K8-18-8 (410 funding)	\$ 407,340
Total Overtime Funding – Joining Forces	\$ 1,152,015

Comparison: Funding, LE Events, Total Fatalities Nevada, 2002 - 2007



TRAFFIC RECORDS

A complete and comprehensive traffic records program is essential for the development and operation of a viable safety management system and effective traffic related control process. To meet this need, and in cooperation with the Departments of Transportation, Motor Vehicles, and Human Resources (Health Division), Administrative Office of the Courts, and law enforcement, Nevada has established and implemented a complete and comprehensive traffic records program (Highway Safety Information System). The Statewide program includes and provides for highway safety information for the entire State and is at the direction of the State Traffic Records Committee.

Over the last few years, the Traffic Records Committee has been successful in implementing a statewide Police Accident Report (PAR) which addresses many of the data elements contained in the Model Minimum Uniform Crash Criteria (MMUCC). State Emergency Medical Services providers are utilizing and reporting data into the National Emergency Medical Services Information System (NEMSIS) and most law enforcement agencies are transmitting PAR reports into the State Crash file. Several courts are now providing citation disposition electronically to the Department of Motor Vehicles and the Traffic Records Committee is working to adopt an automated Property Damage Only report.

PERFORMANCE GOAL

Collect, analyze and use crash data to determine appropriate countermeasure activities.

PERFORMANCE MEASURE

Capture 85% of traffic crash reports, statewide, into the Department of Public Safety database by the end of 2009.

STRATEGY

- Continue development of the statewide Nevada Citation and Accident Tracking System (NCATS) (Nevada Strategic Highway Safety Plan strategy #19).
- Begin development of technology that will provide useful data to highway safety information system users (Nevada Strategic Highway Safety Plan strategy #19).
- Continue to conduct Traffic Records Coordinating Committee Meetings.

29-406TR-3 Office of Traffic Safety – Other TR Projects \$ 70,000

The State Long Range Highway Safety Information System Long Range Plan establishes key projects to sustain the development of information systems in Nevada. The priorities for Federal Fiscal 2009 include:

The NCATS Oracle database resides on the State’s J-Link system, reserved for emergency data Systems like NCIC. NCATS needs to move off this system of J-Link to its own environment to prevent interference with emergency systems.

- Development of a data transfer system to move crash records into the State Crash file
- Development and automation of a property damage only crash report
- Electronic transfer of adjudication data from courts to the DMV (State funded)
- Electronic transfer of pre-admission data by EMS providers into State file (State funded)
- Front end edit for PAR and DUI arrest data collection
- Roadway attribute photo log (FHWA funded)
- DMV driver and vehicle file cleanup

408 Funding

29-408TR-1 Office of Traffic Safety – Program Management \$ 80,000

Provides funding for necessary staff and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area that are funded by Section 408. Funding is also provided in this task for the printing of brochures and pamphlets and for the distribution of literature and media materials developed through successful projects, or obtained from other sources.

29-408TR-2 Humboldt County SO – Electronic Uniformity \$ 9,303

Equipment purchase to allow the electronic capture of citations and crash reports with the intent to link to the State data base.

29-408TR-3 Yerington Police Department – NCATS \$ 28,400

This project will bring Yerington PD the equipment and training needed to begin the electronic participation in the NCATS program.

29-408TR-4 Office of Traffic Safety – NCATS Project Management \$ 115,000

This project addresses the preparation and management of projects in the State Highway Safety Information System Long Range Plan. It includes the salary and benefits of the full-time IT Program Manager, who is responsible for coordination and operation of the TRCC, NCATS agencies and participants, NCATS training development, contracting for NCATS services, vendor performance and planning.

The State Long Range Highway Safety Information System Long Range Plan establishes key projects to sustain the development of information systems in Nevada. The priorities for Federal Fiscal 2009 include:

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- Development and automation of a property damage only crash report
- Electronic transfer of adjudication data from courts to the DMV (State funded)
- Electronic transfer of pre-admission data by EMS providers into State file (State funded)
- Front end edit for PAR and DUI arrest data collection
- Roadway attribute photo log (FHWA funded)
- DMV driver and vehicle file cleanup

NOTE: Other Traffic Records Projects are funded by two funding sources, 406 and 408

29-406TR-3 and 29-408TR-5 are listed above.

MEDIA PLAN

Strong laws and enforcement are a key to saving lives, but so are our shared national, state and local communications efforts. Thousands of crashes and fatalities have been prevented by recent increases in safety belt use and reductions in impaired drivers on Nevada's highways through stepped up enforcement combined with hard hitting media messages.

Experience has taught traffic safety professionals that media and enforcement are not sufficient, but that both must be strategically tailored to target the at risk audience. We must carefully segment our audiences socio-graphically as well as demographically, and then using multiple media, paid and unpaid, deliver a simple and direct message over and over again. Our media message must convince the at risk audience that there are benefits or consequences to risky driving behavior.

PERFORMANCE GOAL

Effectively reach at-risk drivers with the needed frequency that will influence and change their behavior on Nevada roads.

PERFORMANCE MEASURE:

- Maintain an observed seat belt use rate above 90%.
- Reduce the number of persons killed in alcohol/drug-involved collisions from 4.89 to no more than 4.5 in calendar year 2010.
- Reduce the number of persons killed in speed involved collisions from 6.09 fatalities per 100,000 population (recorded in 2006) to no more than 5.5 in calendar year 2010.

STRATEGY:

- Conduct enforcement and paid public media campaigns during the annual Click it or Ticket Memorial Day enforcement event (Nevada Strategic Highway Safety Plan strategy #7).
- Conduct enforcement and public media campaigns during December and September utilizing local and national media and using the campaign logo "Drunk Driving, Over the Limit, Under Arrest" (Nevada Strategic Highway Safety Plan strategy #2 & 5).
- Conduct media awareness events during three motorcycle public events (Laughlin River Run, Las Vegas Bike Fest, and Reno Street Vibrations).
- Host press events, with community partners, to highlight speeding, pedestrian, impaired driving, and safety belt enforcement and awareness efforts throughout the year.
- Conduct media awareness efforts to support pedestrian safety.

MEDIA PROJECTS

29-OP-9 (May) & 29-OP-10 (November)

Nevada Department of Public Safety - Office of Traffic Safety

Click it or Ticket Paid Media

The Click it or Ticket safety belt enforcement campaign is conducted over the Memorial Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. This annual campaign includes a hard hitting paid media message combined with stepped up enforcement of safety belt laws. Nevada also has a CIOT campaign during November of each year and supports this effort with paid media. These projects will provide State funded paid media for the Federal Fiscal Year 2009 effort.

DPS-OTS will utilize a media mix to cover the primary target audience of men age 18-34. No other medium reaches this audience heavily because they are not heavy television viewers or radio listeners. By using radio and television, there will be the opportunity to maximize both the reach and frequency to the available target.

Flight Dates:	May & November
Target Audience:	Male: Primary –18-34/Secondary –35-44/Tertiary – Hispanic
Geographic Target:	Statewide
Media Type	Television in Reno, Las Vegas, Pahrump and Elko/General Radio in Las Vegas and Reno/Hispanic Radio in Las Vegas and Reno

Television will be used in the local markets throughout Nevada in conjunction with the national Click it or Ticket campaign that will run at the same time. The cost of television has increased in both major markets. The primary markets will be the Las Vegas metro area including Pahrump, the Reno/Sparks metro area and Elko. Cable television will be used to reach viewers in the Nellis and Laughlin area, Carson/Douglas, Winnemucca, Fallon, Fernley, Yerington, and North Lake Tahoe.

While the primary target audience of males age 18-34 are not heavy television viewers, they can be reached through network prime, some sport events and selected cable networks. Additionally, programming that reaches the target audience on the broadcast networks in other day parts will be recommended. Sporting events will include NBA Basketball playoffs, NASCAR, the Indy 500, and MLB Baseball. Sports ratings delivery to this target is difficult to predict from year to year.

Elko will be reached with a combination of cable and KENV which is NBC and affiliated with KRNV in Reno. The other rural northern Nevada markets will be reached with cable using as many of the above cable networks as available in each market. Nellis and Laughlin will be reached with cable and included in the southern Nevada buy.

Hispanic males will be reached through both the general market schedule and Spanish language television. Both reach and frequency may be lower than previous years due the smaller budgets available to support this campaign.

*70.5% of Males 18-34 will be reached approximately 7 times
75% of Males 35-44 will be reached approximately 5 times
87% of all households will be reached approximately 9 times*

2K8-18-8 (Labor Day) & 29-406AL-2 (December, July)
Nevada Department of Public Safety - Office of Traffic Safety
Joining Forces Sustained Law Enforcement

The Drunk Driving Over the Limit Under Arrest impaired driving enforcement/media campaign is conducted over the Labor Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard hitting paid media message combined with stepped up enforcement of impaired driving laws. Smaller media efforts also support “Over the Limit, Under Arrest” campaigns during December and July. These projects will provide State funded paid media for the Federal Fiscal Year 2009 effort.

DPS-OTS will utilize television and radio to deliver a targeted DUI message in the time periods surrounding the Labor Day weekend, which are typically heavy party and drinking times for young men. During the weeks of the campaign, television and radio will air with heavier emphasis on the Labor Day weekend. This year’s campaign will launch with radio rather than a combination of TV and radio due to the large number of summer travelers who will be on the road.

Flight Dates:	Labor Day, December, July 4th
Target Audience:	Men ages 25-45 (General Market & Hispanic)
Geographic Markets:	Las Vegas Metropolitan area/Laughlin and Nellis/ Reno/Sparks/Carson/Fernley, Fallon and Winnemucca/Elko
Media:	Television and Radio

The mix of media use by location is similar to the CIOT media effort outlined above.

29-406CP-8
Nevada Department of Public Safety – Office of Traffic Safety
Marketing Manager

The Office of Traffic Safety is in the process of establishing a new position within OTS. This position is being created because of the significant increase of media activities, both earned and paid. The coordination of these efforts statewide now require a full time effort to ensure all program areas have the strongest possible effect.

The two major areas we are anticipating to improve are: better use of earned media by developing partnerships with the various media outlets, and better communication and coordination of messages utilizing other partners who have their own Public Information Officers or spokesperson on traffic safety issues.

29-406CP-7
Nevada Department of Public Safety - Office of Traffic Safety
Media/Printing/Web Design/Printing/Software

Throughout the year, DPS-OTS has requirements to conduct public media events (press events) and publish general traffic safety brochures, reports (HSP and Annual Reports) and handouts to support community coalitions and organizations. This project provides funding for contract public relations services, printing, web design and computer programs and software

29-2010MC-2

**Nevada Department of Public Safety - Office of Traffic Safety
Motorcycle Awareness Media Campaign**

At the recommendation of motorcycle advocate groups in Nevada, DPS-OTS will provide outdoor media to advise motor vehicle drivers to “share the road” during three key motorcycle events (Laughlin River Run, Las Vegas Bike Fest, and Street Vibrations).

Although motorcycle safety is an issue any time of the year, it is particularly essential during the motorcycle festivals that are held in Las Vegas, Laughlin and Reno annually. At these festivals, there is a large influx of motorcycles on both the major freeways and the surface streets.

With limited funding, DPS-OTS will reach the target audience of adult’s age’s 25-54 as well as increase passenger vehicle driver awareness of motorcycles on Nevada roadways. Based on the fact that we need to reach drivers, the best market is while they are in their vehicles. Outdoor advertising is selected as it provides the optimum reach and frequency of message necessary to provide education on motorcycle safety.

Based on crash data, outdoor advertising will be located at high crash locations in the three communities 30 days prior to each festival. Placement will include:

- Las Vegas – 53 locations*
- Reno – 22 locations*
- Laughlin – 1 location with mobile bill board 2 weeks prior*

29-406PS-2

**Nevada Department of Public Safety – Office of Traffic Safety
Pedestrian Public Service Announcements**

DPS Office of Traffic Safety will utilize radio Public Service Announcements (PSA’s) and paid television statewide to deliver a Pedestrian Safety Message to a broad target audience of Adults ages 18 and over. Television, of all the major media, still delivers the highest audience delivery.

Target Audience:	Adults 18+ and Households
Geographic Target:	Las Vegas Metro Area Reno/Sparks/Carson City Metro Area Elko Rural Nevada reached by cable television
Campaign Dates:	November 7 – November 20, 2008
Estimated reach:	40% of all televisions households a minimum of 3 times

EQUIPMENT PURCHASES OVER \$5,000

In pursuing the DPS-OTS traffic safety goals and objectives, several agencies will receive awards that allow for the purchase of equipment. In compliance with federal requirements, a list of equipment that will be purchased, over \$5,000 in value, is listed below.

28-K8-18-3

Las Vegas Metropolitan Police – “You Catch ‘Em We’ll Clean ‘Em” DUI Van

Funding Level - \$100,000: In the second year of this three year project, Las Vegas Metro Police will purchase and deploy a mobile DUI van during weekends and special events to pick up and process drivers who are suspected of driving a vehicle while under the influence. The van is considered a multiplier in that it encourages DUI enforcement by patrol (non-traffic) officers, who often are hesitant to make these types of arrests. Equipment over \$5,000 includes:

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Customized DUI Van (1)	\$60,000
Intoxilizer 5000 (1)	\$ 5,500
Generator (1)	\$ 5,000
Computer with Docking Station (1)	\$ 5,000

29-AL-3

Fallon Paiute Tribe – Speeding and DUI Enforcement

Funding Level - \$ 25,750: The Fallon Tribal Police will use equipment purchased through this grant to provide each officer with the tools needed to enforce traffic laws on tribal property as well as locations between the various sections of their land. One of the items needed is a evidentiary BAC test intoximeter.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Evidentiary Intoximeter (1)	\$ 10,000

29-EM-2

Pahrump Valley Fire District – Extrication Equipment

Funding Level – \$7,500: Pahrump is a rapidly growing community, with a population base that has increased to almost 40,000 permanent and 7,000 seasonal residents. The Pahrump Valley Fire-Rescue is the sole provider of Fire, EMS and Rescue/Extrication equipment in a 400 square mile area. This project will provide emergency medical service providers with badly needed extrication equipment.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Res-Q-Jack 2 Car Kit RI#2CAR	\$ 7,000

29-EM-6

Central Lyon Fire Department – Extrication Equipment

Funding Level - \$16,172: Central Lyon FD is located in a rural county approximately 60 miles from Reno and is experiencing rapid growth in both population and traffic. This agency needs up-to-date extrication equipment to ensure their ability to keep up with the increase in traffic related incidents.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
GH2S-XL Honda AMKUS Power Unit	\$ 5,752

29-EM-7

Sparks Fire Department – Extrication Equipment

Funding Level - \$15,000: Sparks is a rapidly growing city adjacent to Reno. With aggressive annexation and development, Sparks has dramatically increased both the population and geography of its service area. This will enable the Fire Department to increase its ability to cover the new population and area.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Spreader	\$ 5,917
Cutter	\$ 5,423
Dual Power Pump	\$ 8,605

29-OP-4

Ron Wood Family Resource – Child Seat Safety

Funding Level \$62,367: This Family Resource Center is very active in the CPS area, with fitting stations, educational events, informational material throughout the county and in partnership with other coalitions in neighboring counties. The covered trailer will help protect the seats and other equipment when travel is needed.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
6' x 10' Covered Trailer	\$ 25,000

29-PS-3

Kiwanis of Reno – Kids Watch, Bike and Pedestrian Programs

Funding Level \$22,250: Kiwanis is very active in both the bicycle and pedestrian safety programs for the youth in their area. The trailer will help protect the equipment needed at the community wide events they host several times each year.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
6' X 10' Covered Trailer	\$ 25,000

28-AL-3

Reno Police Department – Motors

Funding Level - \$54,500: The Reno Police Department has recognized the need to increase the enforcement of impaired driving laws in their city. Under this project, the City of Reno will provide their police department with 2 additional motorcycle officers annually for three years, with the provisions that these six officers be dedicated strictly to DUI abatement and other traffic enforcement duties. This is the second year of a three-year grant.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
BMW Motorcycle (2)	\$25,000 Each/ \$50,000 Total

28-AL-4

Nye County Sheriff Office - Impaired Driving Countermeasures

Funding Level - \$48,535: This rural county has a population of 35,000, of which, 32,000 live in a community within 65 miles of Las Vegas. Nye County is experiencing rapid growth as inexpensive housing is drawing individuals to the area. The major commute route is likewise experiencing a large increase in impaired driving incidents. This grant will provide for equipment (PBT, in-car video, and radar units) to aid in the detection of impaired drivers. Additional funding will cover overtime for impaired driving events. This is a second year project.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
In-Car Video System (3)	\$6,000 Each / \$18,000 Total

29-406PT-4

Joining Forces Incentive – End of Project Year Award for Out-standing Agencies

Funding Level - \$30,000: Joining Forces is an over-time funding program for all law enforcement agencies within the state. With a year-long calendar of events to coordinate the enforcement effort it is important to show the appreciation of OTS for their effort. Three agencies will receive an award of equipment not to exceed \$ 10,000. The equipment is chosen by the winning agencies and must be related to traffic enforcement.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
Traffic Safety Enforcement Equipment	\$ 10,000 Each/\$ 30,000Total

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash draw-downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges); The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20; The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F)

The State will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- l. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - o Taking appropriate personnel action against such an employee, up to and including termination.
 - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
Instructions for Primary Certification

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower

tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

34. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Jearld Hafen
Governor's Representative for Highway Safety
Director, Nevada Department of Public Safety

Date

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Nevada

Highway Safety Plan Approved Program Amounts

Page: 2

2008-HSP-1

Report Date: 08/29/2007

Posted: 08/29/2007

Program Area	Project	Description	State Funds	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
		Traffic Records Total	\$33,750.00	\$135,000.00	\$0.00	\$0.00
Community Traffic Safety Project						
	CP-2008-00-00-00		\$138,971.75	\$555,887.00	\$0.00	\$455,887.00
	Community Traffic Safety Project Total		\$138,971.75	\$555,887.00	\$0.00	\$455,887.00
	NHTSA 402 Total		\$594,047.75	\$1,550,807.00	\$159,000.00	\$1,011,679.00
405 OP SAFETEA-LU						
	K2-2008-00-00-00		\$116,500.00	\$233,000.00	\$0.00	\$125,000.00
	405 Occupant Protection Total		\$116,500.00	\$233,000.00	\$0.00	\$125,000.00
	405 OP SAFETEA-LU Total		\$116,500.00	\$233,000.00	\$0.00	\$125,000.00
408 Data Program SAFETEA-LU						
	K9-2008-00-00-00		\$203,333.00	\$500,000.00	\$110,000.00	\$247,900.00
	408 Data Program Incentive Total		\$203,333.00	\$500,000.00	\$110,000.00	\$247,900.00
	408 Data Program SAFETEA-LU Total		\$203,333.00	\$500,000.00	\$110,000.00	\$247,900.00
410 Alcohol SAFETEA-LU						
	K8-2008-00-00-00		\$113,861.19	\$0.00	\$341,587.00	\$128,584.00
	410 Alcohol SAFETEA-LU Total		\$113,861.19	\$0.00	\$341,587.00	\$128,584.00
410 High Fatality Rate						
	K8FR-2008-00-00-00		\$80,368.53	\$241,108.00	\$0.00	\$241,108.00
	410 High Fatality Rate Total		\$80,368.53	\$241,108.00	\$0.00	\$241,108.00
410 High Visibility						
	KBHV-2006-00-00-00		\$191,666.67	\$575,000.00	\$0.00	\$575,000.00
	410 High Visibility Total		\$191,666.67	\$575,000.00	\$0.00	\$575,000.00
2010 Motorcycle Safety						
	K6-2008-00-00-00		\$0.00	\$100,000.00	\$0.00	\$0.00

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Program Area	Project	Description	State Funds	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA						
NHTSA 402						
Planning and Administration						
	PA-2008-00-00-00		\$222,128.00	\$101,818.00	\$120,310.00	\$0.00
	Planning and Administration Total		\$222,128.00	\$101,818.00	\$120,310.00	\$0.00
Alcohol						
	AL-2008-00-00-00		\$31,125.00	\$124,500.00	\$0.00	\$94,500.00
	Alcohol Total		\$31,125.00	\$124,500.00	\$0.00	\$94,500.00
Emergency Medical Services						
	EM-2008-00-00-00		\$13,172.75	\$52,691.00	\$0.00	\$42,691.00
	Emergency Medical Services Total		\$13,172.75	\$52,691.00	\$0.00	\$42,691.00
Motorcycle Safety						
	MC-2008-00-00-00		\$8,750.00	\$35,000.00	\$0.00	\$0.00
	Motorcycle Safety Total		\$8,750.00	\$35,000.00	\$0.00	\$0.00
Occupant Protection						
	OP-2008-00-00-00		\$94,960.00	\$379,840.00	\$0.00	\$278,840.00
	Occupant Protection Total		\$94,960.00	\$379,840.00	\$0.00	\$278,840.00
Pedestrian/Bicycle Safety						
	PS-2008-00-00-00		\$23,042.75	\$92,171.00	\$0.00	\$72,171.00
	Pedestrian/Bicycle Safety Total		\$23,042.75	\$92,171.00	\$0.00	\$72,171.00
Police Traffic Services						
	PT-2008-00-00-00		\$28,147.50	\$73,900.00	\$38,690.00	\$67,590.00
	Police Traffic Services Total		\$28,147.50	\$73,900.00	\$38,690.00	\$67,590.00
Traffic Records						
	TR-2008-00-00-00		\$33,750.00	\$135,000.00	\$0.00	\$0.00

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Program Area	Project	Description	State Funds	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
		2010 Motorcycle Safety Incentive Total	\$0.00	\$100,000.00	\$0.00	\$0.00
		2010 Motorcycle Safety Total	\$0.00	\$100,000.00	\$0.00	\$0.00
		NHTSA Total	\$1,299,777.14	\$3,199,915.00	\$610,587.00	\$2,329,271.00
		Total	\$1,299,777.14	\$3,199,915.00	\$610,587.00	\$2,329,271.00