

STATE OF NEVADA
HIGHWAY SAFETY PLAN
FISCAL YEAR 2007

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 30, 2006



Kenny C. Guinn
Togliatti
Governor

George
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 30, 2006

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) 2007 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 components:

- **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,

**George Togliatt
Governor's Highway Safety Representative**

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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 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, 2006.

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 just below the national average of 39%.

While Nevada's percent of alcohol related fatalities is now average, the rate per Annual Vehicle Mile 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 implementation of this law is presenting an opportunity to reinforce the messages; you drink, you drive, you lose and more recently, over the limit, under arrest.

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. 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 last 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 2003 Legislature set the ages and weight limits at the lower levels.

During the past four years, 2002, 2003, 2004 and 2005, Nevada has participated in aggressive seatbelt campaigns including paid media and enhanced enforcement activities. The results are

very encouraging. In 2002 the starting point was 74.5%, the law enforcement effort plus the paid media has resulted in a consistent increase in usage rates. The official usage rate for 2005 (measured post campaign in June, 2005) is 94.8%, an increase of over 27% compared to the 2002 starting point. Nevada intends to maintain a rate of over 90% for the foreseeable future.

For the fiscal year beginning October 1, 2006, a total of \$1.8 million in federal traffic safety funds will be allocated to innovative traffic safety programs. The \$1.8 million represents; new 402 funding plus some 402 and 163 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 benchmarks 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.

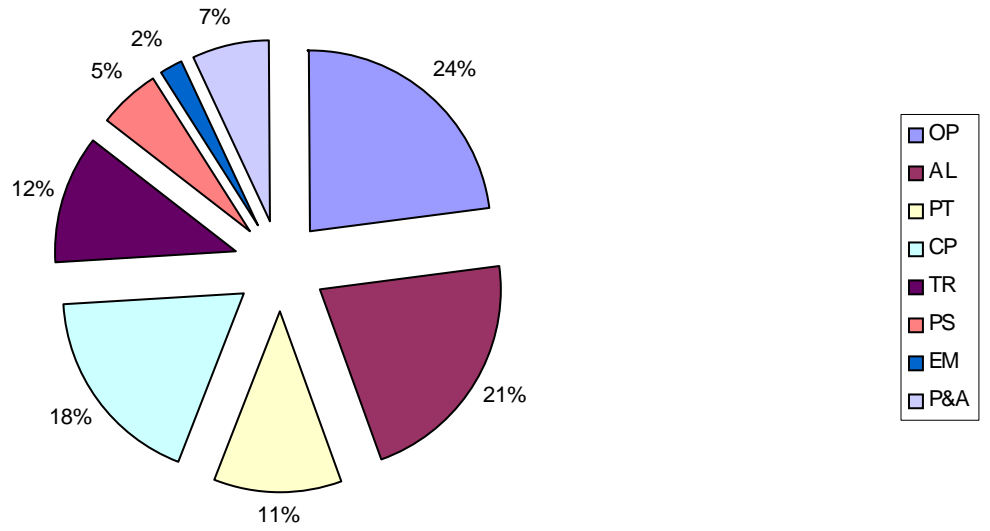
Following the program objectives, details of specific projects constituting the traffic safety program are provided. Most projects are undertaken by community partners, which include law enforcement, engineering, medical services, and nonprofit agencies. Some of these projects are carried forward from 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.

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 through combined efforts of all participants that make Nevada a safer place to drive, ride, bicycle, and walk.

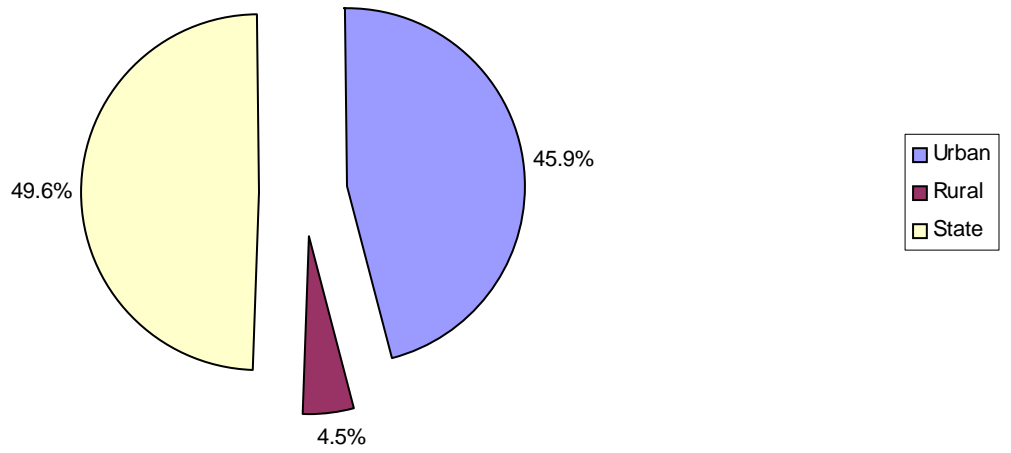
As required by federal statutes, a detailed cost summary is included. An Annual Report to evaluate the implementation, administration, and effectiveness of this plan will be prepared in December 2007.

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 and 163. The second set of charts shows the same information with the total projected funding from all sources: 402, 405, 410, 408, and 2010.

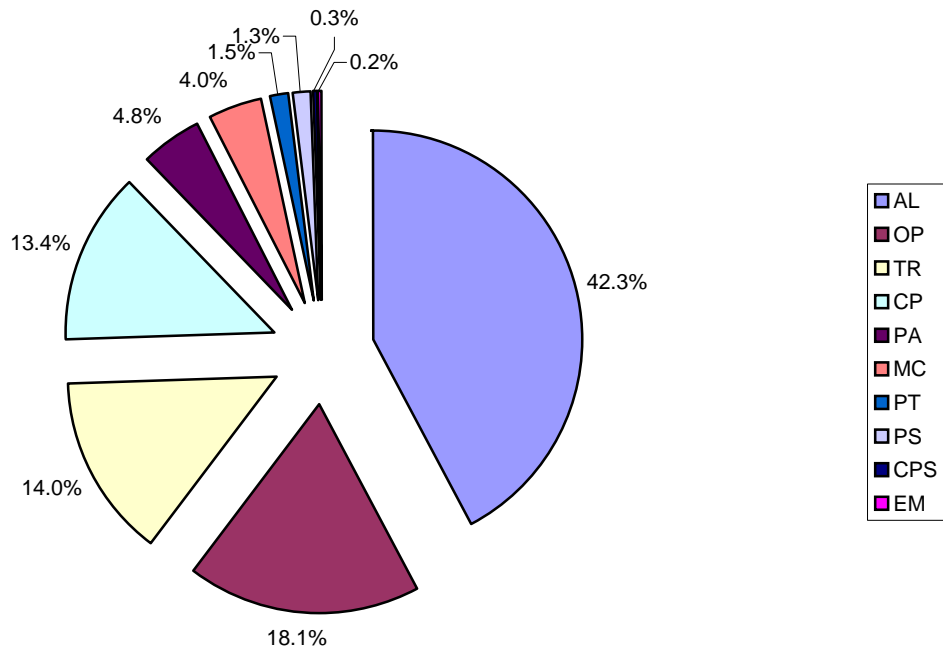
2006 Per Cent Funding - 402 Funding Only - by Program Area



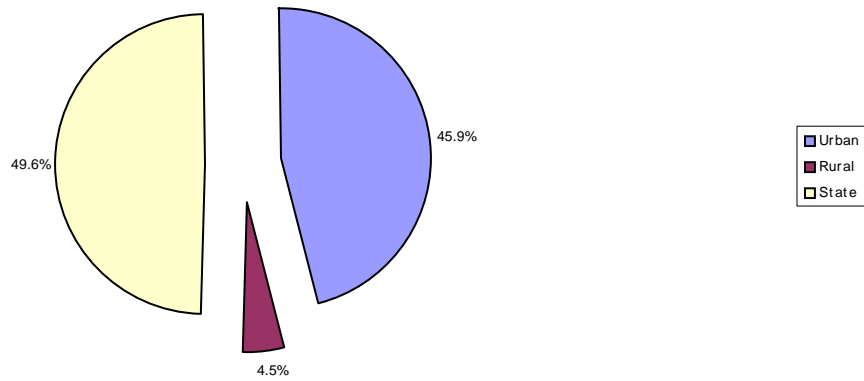
Share to Agency by Jurisdiction - 402 Funding Only



% Funding by Program: All Funding Sources - 402, 405, 408, 410, 2010



Share to Agency by Jurisdiction - All Funding Sources - 402, 405, 408, 410, 2010



The total projected project funding from all sources for 2007 is anticipated to be \$ 4,076,910.
 (402, 405, 408, 410 (base), 410 (high rate), 2010)

Introduction

The Highway Safety Plan outlines both the current traffic safety situation in Nevada and the plan for improving traffic safety during FFY 2007. 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.

All eligible organizations are invited to submit proposals for grant funds. A Request for Proposal (RFP) is sent to all organizations that have submitted proposals within the past three years (successful and unsuccessful) and any new organization /agency that requests a copy of the RFP. These proposals were due by the end of March. These proposals must identify a problem, supported by relevant data, that is beyond the current resources of the applicant. The proposals 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; each analyst, office management, and FARS analyst. In addition, several individuals with traffic safety knowledge within Nevada also rank the proposals. 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 RFP. If areas of concern are not adequately addressed, funding is reserved for a community partner or appropriate agency who is then solicited to implement a program in the desired area. Joining Forces is an outstanding example of a successful program developed by OTS and adopted by multiple law enforcement agencies statewide. This step allows the Office of Traffic Safety to be more proactive in ensuring the top priority areas and the most effective programs are receiving funding

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.

Problem Identification

Data Sources

Data on traffic crashes is collected from two primary sources. Fatal crash data is furnished by an in-house FARS analyst and NHTSA contractors. The non-fatal crash data is supplied by Nevada Department of Transportation. The most recent annual data, 2002 for the non-fatal crashes and 2005 FARS data, and the historical trends are analyzed. Because of Nevada's extraordinary growth in population, demographic data is also reviewed using the most current (2000) census data and projections for 2007 from the Nevada state demographer.

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 400 miles to the north is Reno, just 15 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, over 95% of Nevada’s population lives in these two areas. The balance of Nevada (roughly 300 miles by 500 miles) has less than 5% of the population.

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 resource growth. The rural areas of the state present a particular problem as they encompass 73% of the geographical area with less than 5% of the population.

It is relative easy to visualize a large or medium city but, it is hard to imagine the true nature of Nevada’s rural areas. Despite the extraordinary growth for Nevada, the rural areas are almost unchanged in population. Nevada has 17 counties; eight counties are wholly or partially within the 70-mile radius of the two metropolitan areas. Of the nine remaining counties, seven have lost population compared to 2000. Nevada’s population density in the rural areas has remained relative constant at 1.23 persons per square mile. The equivalent population of several states at this density would be:

Washington D.C.	75 people
Connecticut	5,959 people
New Jersey	9,124 people
Virginia	48,705 people
New York	58,086 people

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, and Douglas Counties are also considered as urban in character. Lyon, 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.

Fatalities

Nevada had the unusual circumstances from 1999 to 2001 where the actual number of fatalities was decreasing while the population was increasing. 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 are up 36.4%, from 313 in 2001 to 427 in 2005. The population continues to grow at extraordinary rates, for example Las Vegas estimates over 6,000 people and 3,000 new vehicles are added each month.

Over the past three years (2003 –2005), all four categories (mvo, motorcycle, pedestrian, and bicyclists) have shown increases. Motor vehicle occupant fatalities are higher/lower from year to year but generally trending upward. Motorcycle fatalities jumped in 2004/2005 from previous lower levels but may be flattening out based on preliminary 2006 data. Pedestrian deaths have also been trending up but at a slower rate (a problem with pedestrian and bicycle fatalities is that the numbers are relative small and thus prone to wide fluctuations in percent change).

Year	MV Occupants	Motorcycle	Pedestrians	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

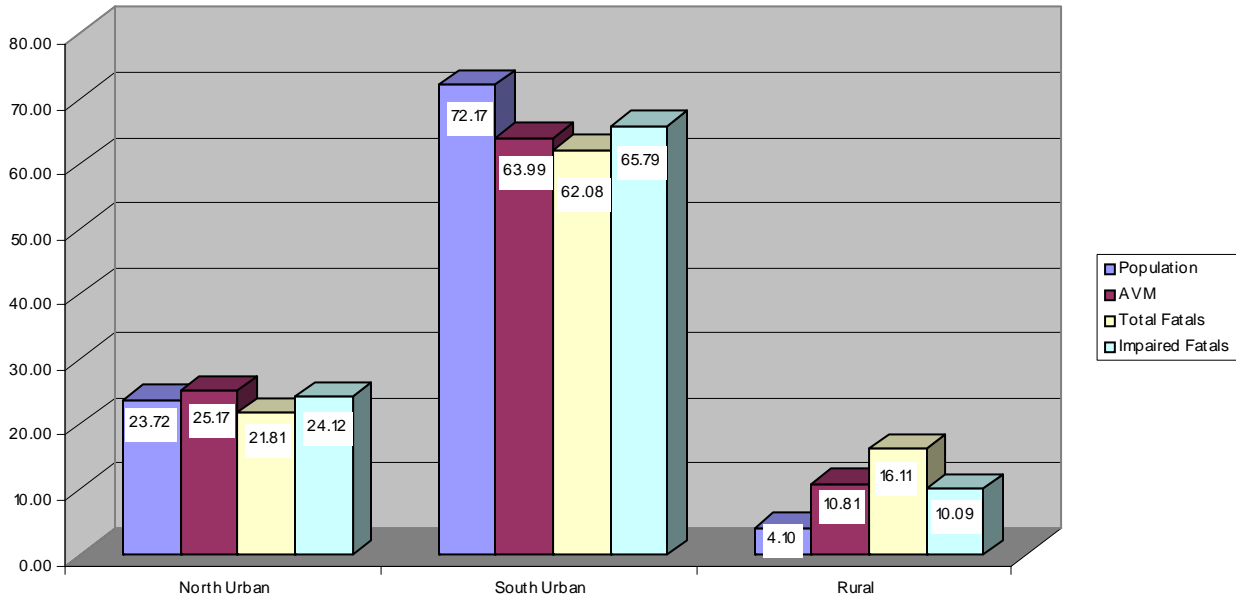
When the fatality rate per AVM is used for Nevada it reveals a different picture of the problem within the state.

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 95% of Nevada's population living within a mean distance of 35 miles from work and any city requirements/offers the commute distance is relatively low. The heavily populated area of Las Vegas is more like a 12 to 15 mile radius. The 10s of thousand 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 35 miles in Nevada. Reno is

230 miles from San Francisco with only 14 miles in Nevada. The following chart shows the relationship between fatalities, impaired fatalities, population, and AVM.

Percent by Region: Population, AVM, Total Fatalities, Impaired Fatalities



Las Vegas metro area has over 72% of the population with only 64% of the AVM and 62% of the fatalities. 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);
- Hwy. 50 east/west through central Nevada, total miles 463 (70urban and 393 rural);
- Hwy. 95 (western north/south route), total miles 640 (140 urban and 500 rural);
- Hwy. 93 (eastern north/south route), total miles 706 (140 urban and 566 rural).

The total urban miles for the five major highways is 537, with 1,751 miles in rural Nevada. Resources are extremely limited for the rural 1,751 miles of major highways as only 4.1 % of the states population lives in the rural areas.

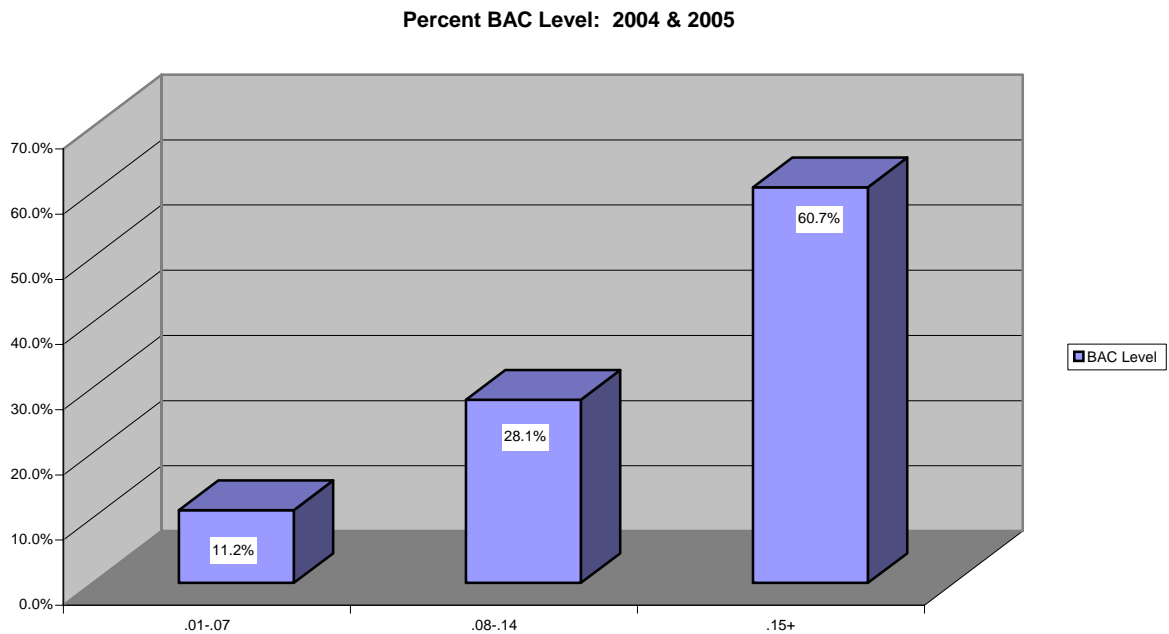
Alcohol/Impaired Driving

Impaired driving (alcohol and/or drugs) continues to be a serious problem in Nevada. Impaired driving was responsible for 38% of all fatalities during 2005. Nevada passed a 0.08 BAC law during the 2003 session (effective September 23rd, 2003). Additional legislation was passed in 2005 that included felony offences 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 10th in the nation in impaired fatalities per AVM.

The hardcore, high BAC driver continues to be a major problem in Nevada. The following is representative of the BAC levels found in fatal crashes. This pattern holds true for individual age groups (including underage drinkers).

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.

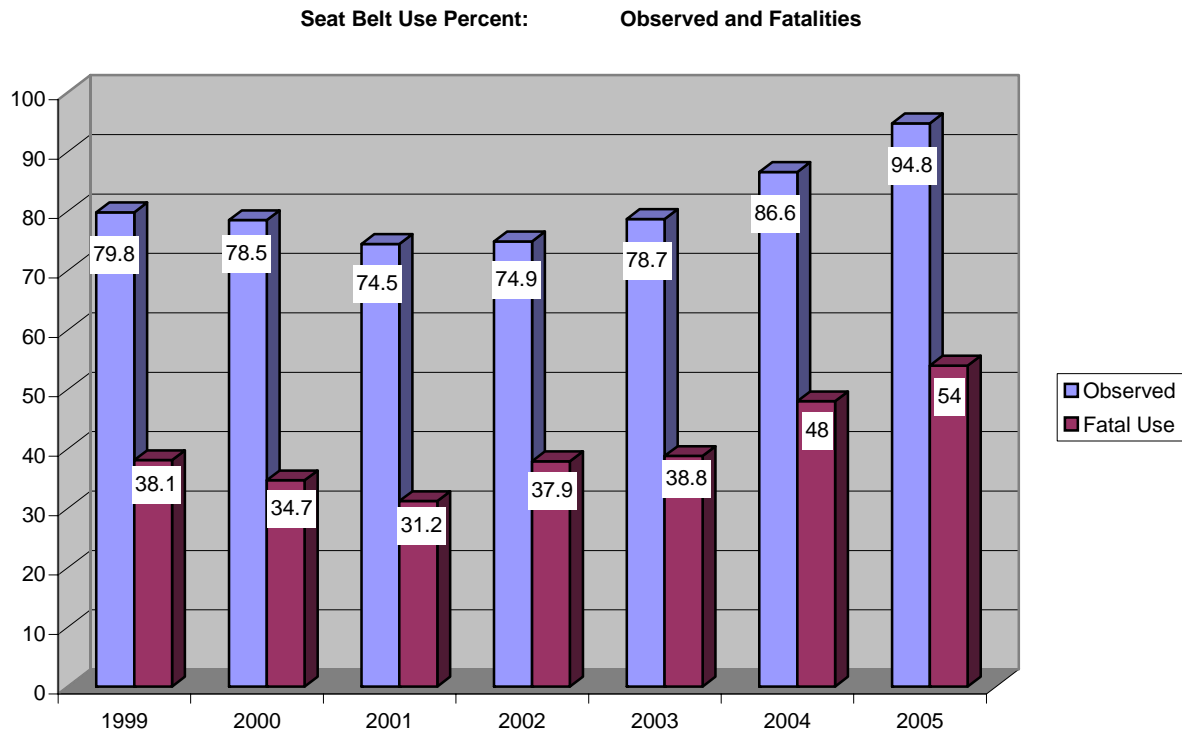


Occupant Protection

Nevada is a secondary seat belt law state. The rate for 2002 was 74.5%. The findings for the 2005 usage survey show that Nevada is now at 94.8%. The consistent enforcement and paid media has 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 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%. For ages 0-4 the use rate is 37.5% and for ages 5-9 the use rate was 40.0%. The use rate for MVO fatalities is 54.4% for 2005, while still very low this represents a 21.7% improvement.

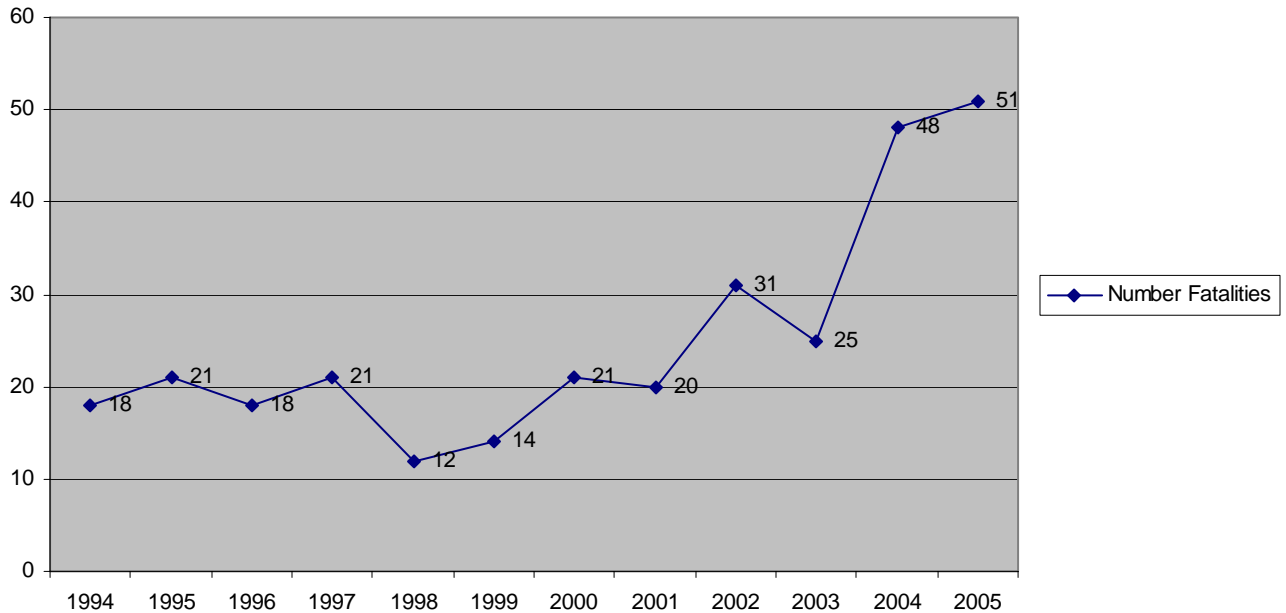


Motorcycle

The fatalities for motorcycle crashes are still subject to large percentage swings but the trend is upward for the past few years. 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 are 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.

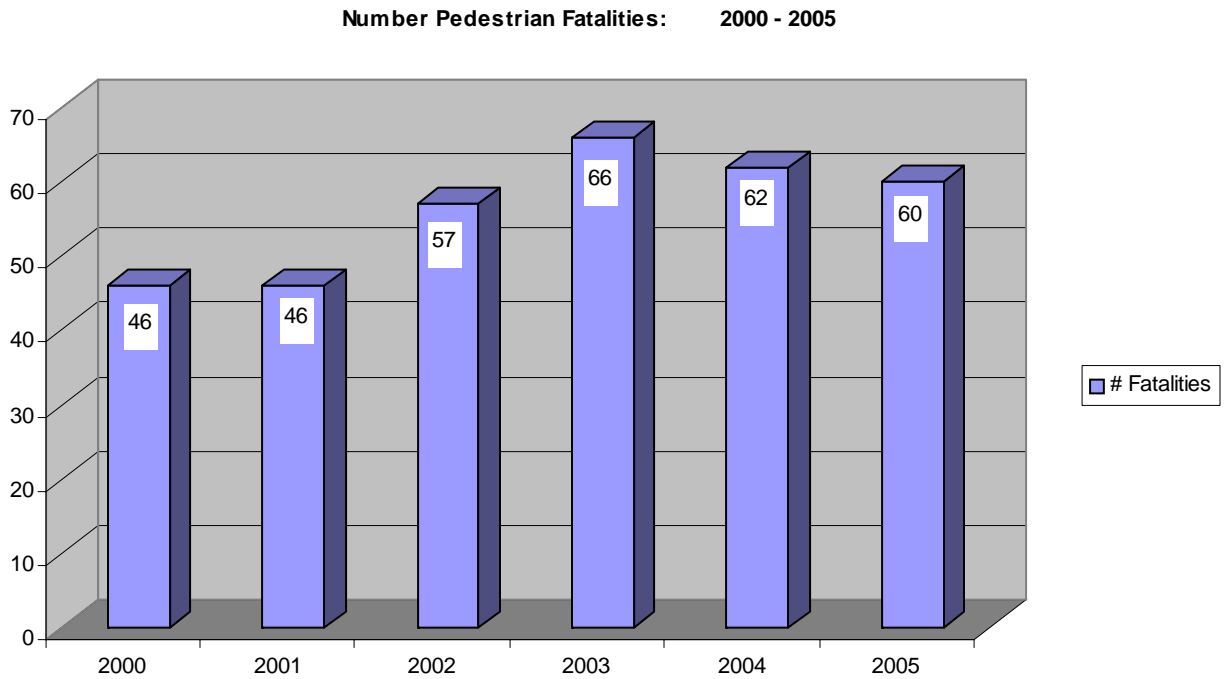
Nevada has excellent new rider and experienced rider programs. Capacity issues will be the limiting factor in continuing the growth of the program in the near future (the capacity relates to the course locations/facilities available not the number of instructors).

Number Motorcycle Fatalities; 1994 to 2005



Pedestrians

The majority of the pedestrian fatalities occur in the Las Vegas metropolitan area (88% in 2005). 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.) these conditions have created an “unfriendly” environment for pedestrians.



Objectives

Objectives are specific, measurable benchmarks that reveal the overall, long-term success of the traffic safety programs implemented. When complete data is unavailable, the development of meaningful objectives in some areas is constrained. For example, an objective to reduce the incidence of aggressive driving cannot be established because data is not collected specific to aggressive driving. Setting objectives based on numbers, rather than rates, is also problematic because of variables such as population growth, the number of visitors, the miles walked, bicycled and driven. Annual vehicle mileage is estimated by the Department of Transportation, but no comparable rate is available for other roadway users. A decrease in pedestrian fatalities can indicate a decrease in the number of walkers just as easily as an improvement in safety. As much as possible the objectives below represent specific measures the Nevada Office of Traffic Safety plan to undertake that have a demonstrated positive effect on reducing fatalities and injuries on our roadways.

Overall Goals

Reduce the Fatality Rate per 100,000 population from 16.95 recorded in 2005 to 15.25 fatalities / 100,000 population by September 2007.

Strategy:

Re-focus the Department of Public Safety – Office of Traffic Safety emphasis on public education through enforcement to address impaired driving, occupant protection, and speeding issues.

Alcohol and Other Drugs

Reduce the percentage of persons killed in alcohol/drug-involved collisions from 38.0% recorded in 2005 to no more than 37% in 2007.

Strategy:

Emphasize public education through well-publicized enforcement.

Continue expanding support to the judicial system, encouraging the development of new DUI courts and prosecutor training.

Continue development of the Statewide DUI taskforce

Use the new Law Enforcement Liaison to help maximize the efforts of law enforcement

Occupant Protection

Maintain an observed safety belt use rate of 90% or higher in 2007.

Reduce the number of unrestrained fatalities from 46% recorded in 2005 to 44% in 2007.

Strategy:

Continued emphasis on the Click it or Ticket high visibility enforcement combined using a hard-hitting media message.

Continue to emphasis public education of Nevada Safety Belt laws through enforcement.

Increase the emphasis on the Statewide Family Vehicle Safety Program.

Motorcycle

Reverse the upward trend (2004 & 2005) of motorcycle fatalities.

Strategy:

Conduct classes for law enforcement on how to effectively enforce helmet laws and how to identify an impaired motorcycle operator.

Develop a coalition of motorcycle safety advocates for the purpose of identifying new strategies to educate the driving public (motor vehicle and motorcyclists) on how to share the road.

Expand the Basic Rider Beginning Motorcycle training courses now being taught in Nevada through the Department of Public Safety.

Pedestrian/Bicycle Safety

Reduce the total number of pedestrians and bicyclists killed by 5% from the calendar year 2006 total of 70 fatalities to no more than 66 in 2007.

Strategy:

Continue to develop community-based programs for educating the public on pedestrian and bicycle safety

Continue to support the University of Nevada Las Vegas Transportation Research Center FHWA demonstration project on the remediation of pedestrian issues in metropolitan areas.

Conduct one public awareness campaign in Clark County on pedestrian safety.

Police Traffic Services

Reduce speeding as a contributing factor in all Nevada fatalities in 2007 to no more than 31%, down from 34% in 2003.

Strategy:

Conduct a special, statewide, speed enforcement program (Speed Week) in March 2007 that includes high visibility media and stepped up enforcement of speed laws.

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 stepped up public education through enforcement by contracting a Law Enforcement Liaison for the Department of Public Safety – Office of Traffic Safety (current status is a contract solicitation is in process).

Community Programs

Effectively utilize the UNLV-TRC Southern Nevada Injury Prevention coalition to reduce the fatality rate in Clark County from 15.03 fatalities / 100,000 population in 2005 to 14.00 fatalities / 100,000 population in 2007.

Strategy:

Assist Community Based Organizations to build capacity through mini-grants by conducting grant writing and running your grant workshops on traffic safety training.

Complete a State Wide Comprehensive Safety Plan, in partnership with the Nevada Department of Transportation and Community Based Organizations, that will provide a centralized management tool.

Traffic Records

Capture 85% of traffic crashes, statewide, in a Department of Public Safety data base by the end of 2007.

Strategy:

Continue development of the statewide Nevada Citation and Accident Tracking system.

PROGRAMS

FFY2007

ALCOHOL IMPAIRED DRIVING

Alcohol continues to be a significant problem for Nevada. The percentage of alcohol and drug related crashes and fatalities increased for 2003 then decreased in 2004 and 2005. The percentage rate for 2005 was slightly below the national average of 39%.

25-163AL-1 Sparks Police Department – DRE Training \$16,287

This is the third year of a three-year grant to Sparks Police Department for DRE training to conduct Drug Recognition Expert Training. This proposal will conduct up to three courses per year and greatly increase the number of DRE trained traffic officers in Nevada.

26-AL-4 Eureka Sheriff’s Office – In-car Video Cameras \$ 3,890

This is the second year of a grant to purchase in-car video equipment to enable The Eureka SO to increase the conviction rate and reduce the courtroom time required by their deputies.

27-AL-1 Joining Forces Program Management \$ 40,000

Provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, auditing, and evaluation of the Joining Forces project. Joining Forces is the primary overtime enforcement program for law enforcement within the state.

27-AL-2 Impaired Driving Diversity Campaign \$ 25,000

This will provide the funding to plan, produce, publish, and distribute information related to impaired driving to the minority communities of the state.

27-AL-3 UNLV Center for Safety Research \$ 21,875

This program is specific to impaired driving costs associated with producing and presenting material during safety campaigns in the Las Vegas metro. region. This material could include: PSAs, radio spots, brochures, fact sheets, and other handouts.

27-AL-4 Lincoln County Sheriff’s Office \$ 19,350

radar. their	<p>This rural county SO will use this grant to equip all their vehicles with</p> <p>Currently not all deputies on patrol have radar. This is severely limiting</p> <p>ability to detect and stop impaired drivers and other traffic offenders.</p>
27-AL-5 help	<p>Pershing County Sheriff's Office \$ 16,600</p> <p>This grant will enable Pershing County SO to purchase in-car videos to</p> <p>improve the conviction rate for impaired driver arrests. It will also help</p> <p>reduce the court time currently required for deputies.</p>
27-AL-6 effort	<p>University of Nevada – Reno \$ 10,148</p> <p>This will equip the UNR PD with Euro-cycles to help in the enforcement</p> <p>on a crowded campus. The primary offence that UNR will address is the</p> <p>problem with impaired driving, specifically during special events and</p> <p>activities.</p>
27-AL-7 efforts.	<p>Douglas County Sheriff's Office \$ 17,287</p> <p>This equipment grant is for a combination of in-car videos and hand-held</p> <p>radar units to help increase the effectiveness of their DUI reduction</p> <p>efforts.</p> <p>This county is the fourth in Nevada to exceed 50,000 in population and</p> <p>includes portions of Lake Tahoe with high visitor volume.</p>
27-AL-8 This traffic	<p>Sparks PD \$ 7,500</p> <p>Currently only two of the five motor officers have effective radar units.</p> <p>grant will enable all five to be upgraded to new hand-held radars that will</p> <p>help in the detection and apprehension of impaired drivers and other</p> <p>violators.</p>
27-AL-9 teen	<p>PACE – University of Nevada – Las Vegas \$ 21,000</p> <p>This program partners with the Driver's Edge program to encourage new</p> <p>drivers 16 to 20 years to drive sober. The program will reward teams of</p> <p>drivers who have a year long contest promoting safe and sober driving.</p>

26-J8-18-5 Las Vegas Municipal Court \$ 61,541

This is a continuing grant to enable the court to start a DUI Court program for Las Vegas area.

1st and 2nd time DUI offenders. This is the second major DUI court in the

27-J8-18-1 Office of Traffic Safety – Impaired Driving Program Management \$ 105,000

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 by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources.

27-J8-18-2 Office of Traffic Safety – Law Enforcement Liaison \$ 33,000

Provides partial funding for a Law Enforcement Liaison. The amount of funding represents the portion of the LEL’s time to be spent on alcohol related duties.

27-J8-18-3 Alcohol Paid Media – TV and Radio Advertising \$ 360,000

Provides the funding to purchase advertising on TV and Radio for two major national Labor Day campaign and another coordinated campaign during the year.

27-J8-18-4 Alcohol PSA Production \$ 75,000

Provides funding for the production of both TV and Radio advertisements and the “retagging” to change the dates mentioned for different campaigns.

- 27-J8-18-5 Attorney Generals Advisory Coalition on Impaired Driving \$ 15,000**
- Coalition.**
- Provide for travel expenses for individuals to attend meeting of the**
- This statewide coalition meets three to four time per year and as members represent all geographical areas of the state, reimbursing travel expenses helps maintain a higher level of participation. Members are volunteers and responsible for their expenses to attend these meeting.**
- 27-J8-18-6 Joining Forces – Law Enforcement OT for Impaired Driving \$ 500,000**
- Twenty LE Agencies are currently participating in Joining Forces. Monthly activities cover over 80% of Nevada’s population.**
- 27-J8-18-7 Nye County SO – Impaired Driving Countermeasures \$ 48,535**
- This rural county has 35,000 in population, 32,000 live in one community within 65 miles of Las Vegas and is experiencing rapid growth as**
- inexpensive**
- housing is drawing individuals to the area. The major commute route is 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 OT for impaired driving events.**
- 27-J8-18-8 Join Together Northern Nevada (JTNN) \$ 49,755**
- JTNN, a Washoe County based prevention coalition, is partnering with the NHP, local law enforcement, local injury prevention coalitions, and a representative of the Enforcing Underage Drinking Laws Project. This group will present targeted programs to youth in Washoe, Clark, and Elko counties to prevent impaired driving by underage individuals.**
- 27-J8-18-9 Las Vegas Metro PD – DUI Van \$ 54,912**
- Provides funding for two officers to staff the DUI van on weekends.**

take This allows patrol (non-traffic) officers to apprehend impaired drivers the them to the DUI Van for processing saving time for the patrol officers.

27-J8-JF-2 Joining Forces – Equipment \$ 50,000

Provides funding for equipment to award to participating members of the Joining Forces Over Time enforcement campaigns to reduce impaired driving.

27-J8-18-10 POST – National Conference for DRE \$ 15,000

registration Provides funding to Police Officers Standards and Training to pay as for the national conference to be held in Nevada in 2007. This is to ensure many of Nevada’s DRE officers can attend as possible.

27-J8-18-11 Join Together Northern Nevada – JTNN \$ 11,986

involvement Provide funding to organize and convene a coalition in Washoe County to develop and implement a DUI court in Washoe County. Judicial of at least 25% of the Municipal and Justice Court Judges is one of the objectives.

27-J8-18-12 North Las Vegas PD – PBT \$ 30,631

few Provide funding to equip all patrol officers with PBTs. Currently only a few are equipped with PBTs.

27-J8-18-13 Las Vegas Metro PD, Laughlin Substation \$ 61,080

by Provide overtime funding for impaired driving enforcement and training the PD on alcohol awareness for servers in the area. Laughlin is 90 miles south of Las Vegas located between Arizona and California.

27-J8-18-14 Reno PD – Motors \$ 54,500

Provide funding for Reno Pd to add two motorcycles to their traffic unit to enhance their efforts to apprehend impaired drivers and reduce traffic

problems.

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COMMUNITY PROGRAMS

Community Programs are conducted by a wide variety of agencies and coalitions. By their nature, these programs cover several areas of traffic safety and the projects funded are examples of the priorities for traffic safety for each coalition.

27-163CP-1 37,000	Professional Development – OTS	\$
and staff	This project will provide OTS a funding source for courses, conferences, seminars which may enhance the professional development of internal and external partners for which funding has not previously been allocated.	
27-163CP-2	Office of Traffic Safety – Printing	\$ 8,330
such	This will provide funding for printing needs of the Traffic Safety Office, as reports, press releases, etc.	
27-CP-1 40,000	Community Programs – Program Management	\$
and	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 funded by Section 402 funding. Included in this project is funding for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources.	
27-CP-2 82,614	Clark County Public Schools	\$
Traffic	Working within the Clark County Public School Police Department, a Safety Coordinator will be hired to develop education programs for the district, act as staff for the traffic safety task force and act as the southern Nevada coordinator for the Safe Routes to School Program.	

27-CP-8 **Department of Motor Vehicles** **\$**
23,430

Provide funding to print beginning drivers guides for teens and their parents.
The guide will be revised to include versions in both English and Spanish.

EMERGENCY MEDICAL SERVICES

Support is provided which helps reduce delays in providing medical services to victims of motor vehicle crashes. Primary emphasis is placed on distributing extrication equipment throughout the state and promoting extrication, first responder, EMT, and paramedic training programs.

27-EM-1 **State Fire Marshall** **\$**
10,000

Provide first responder training to rural volunteer agencies.

Motorcycle

Motorcycle fatalities have had a large increase in 2004 and 2005. With the increasing population growth and the 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. The Nevada Rider Program is one of the best in the nation, but will be constrained for a lack of suitable locations/facilities to hold classes.

27-MC-1	Motorcycle Program Management	\$ 10,000
that	Provides funding for necessary staff time and expenses incurred by OTS	
monitoring,	are directly related to the planning, development, coordination,	
	auditing, and evaluation of projects within this program area and funded	
	through Section 402.	
27-MC-2	Motorcycle Media Campaign	\$ 55,000
27-2010MC-5		\$ 40,000

Provide funding for a motorcycle awareness campaign to help educate both motor vehicle and motorcycle operators of the need to share the road.

**27-2010MC-1 Replacement Motorcycles \$
35,000**

Provide funding to purchase motorcycles to replace unserviceable equipment for beginning motorcycle training program.

**27-2010MC-2 Instructor Training \$
20,000**

Provide training to maintain current instructor levels and add new instructors to the program.

**27-2010MC-3 Instructor Incentives \$
3,000**

Provide incentive items for instructors such as belt pouches for materials, hats, stop-watches, etc.

**27-2010MC-4 Training Materials \$
2,000**

Update and reprint training materials for instructors and students

OCCUPANT PROTECTION

The observed seat belt use rate for Nevada (2005: 94.8%) is the highest in the nation for states without a primary seat belt law. Of seventeen states with primary seat belt laws, nine of these had usage rates less than Nevada in 2000. However, 44% of our fatalities in 2005 (occupants in motor vehicles) were not wearing a seat belt. With Nevada's exponential population growth, 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.

27-163OP-1 Nevada CPS Task Force \$ 5,000

An Occupant Protection Assessment conducted in 2004 recommended DPS-OTS establish a CPS/FVSP Task Force. Funding in this program enable the Office of Traffic Safety to support the task force for up to 4 meeting per year. The support will include travel, etc.

27-163OP-2	Office of Traffic Safety – CPS mini-grants	\$ 6,000
	This enables the Office of Traffic Safety to purchase car seats and other supplies necessary for installation of child passenger safety seats. This includes PI&E material.	
25-OP-5	St. Mary’s – CPS Program	\$ 39,000
	Year two of a three-year program, this local hospital will develop and present a comprehensive child passenger safety program as well as provide inspection and fitting stations.	
27-OP-JF-1 135,000	Joining Forces	\$
enforcement	Provides funding for 20 of Nevada’s 35 law enforcement agencies to participate in the CIOT campaign and other occupant protection events.	
27-OP-1 80,000	Office of Traffic Safety – Program Management	\$
that monitoring, of	Provides funding for necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, 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, distributing literature and media materials developed through successful projects, or obtained from other sources.	
27-OP-2	Law Enforcement Liaison	\$ 33,000
	Funding for the law enforcement liaison. Reflects the OP portion of the anticipated LEL duties.	
27-OP-3	Clark County Safe Kids	\$ 35,000
in	Expand the current Clark County Safe Kids programs to include children	

age	the age range not covered by booster seat laws and the beginning driver	
	(16). The new program will include both English and Spanish versions.	
27-OP-4	FVSP (Family Vehicle Safety Program)	\$ 30,000
with	Provides funding for a contract provider to instruct cps classes and work	
	the organizations certified to present the FVSP classes to offenders of cps	
	laws.	
27-OP-5	Rural Nevada CPS Program	\$ 20,000
Mineral	This program will encompass three counties, Carson City, Lyon, and	
	Counties to provide CPS installation and education. Ron Wood is located	
	in Carson City County and will partner with the two rural county's family	
	resource centers to bring the program to Lyon and Mineral Counties.	
27-OP-6	Nye County Sheriff's Office	\$ 23,900
	Occupant protection program including: enforcement, car seat workshops,	
	educational seminars, and public awareness campaigns.	
27-OP-7	Nevada Highway Patrol	\$ 46,000
	Provide funding to purchase three "seatbelt convincers" to enable each	
	region of the NHP to present educational programs on seatbelt usage to	
	schools, community programs, health fairs, and other requests from	
	communities.	
27-405OP-1	CIOT Paid Media – November	\$ 74,000
	Provide funding for paid media campaign	
27-405OP-2	CIOT Paid Media – May	\$
180,000		
	Paid media for May (national campaign)	
27-405OP-3	CIOT Media Production	\$ 5,000

Provide for re-tagging media with current dates

**27-405OP-4 University of Nevada- Las Vegas, Safety Survey \$
44,000**

Official Seatbelt survey to determine Nevada's usage rate

PLANNING AND ADMINISTRATION

A maximum of ten per cent of 402 funding 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.

27-PA-1 Office of Traffic Safety - Planning and Administration \$188,000

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. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources.

27-163PM-1 Office of Traffic Safety - Planning and Administration \$ 9,000

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. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources.

PEDESTRIAN SAFETY

With the number of pedestrian deaths varying from 37 to 70 per year for the last 10 years it is difficult to establish clear trends with respect to pedestrian fatalities. 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 the pedestrian.

**26-163PS-3 Washoe County Kiwanis Club – Bicycle Safety Education
\$11,500**

This 502(c)3 organization will conduct bicycle rodeo’s and distribute helmets to Northern Nevada communities while conducting education on bicycle safety.

**27-163PS-1 Muscle Powered \$
3,000**

Reprint of popular bicycle trail and route system in the Carson City area.

**27-PS-1 Office of Traffic Safety - Program Management \$
40,000**

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. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources.

Traffic Records

The Traffic Records Manager was hired in FY 2000 to begin work on the Traffic Records Data Improvement Project. In FY 00 and FY 01, a Traffic Records Committee was formed and the planning and design of the Traffic Records System was developed. The committee also began working on standardizing the State-wide citation and accident report form. In FY 02 and 03, a database to track statewide crashes was developed and 2 Law Enforcement Agencies initiated an automated system. Currently, 13 law enforcement agencies are using electronic citations for traffic offences and have a complete database for their agency. FFY05 activities have included additional law enforcement agencies and starting the linkage between the agency databases to a central repository and to begin sending the citation information to the first court system. Much of the work has been training each agency in the use of the new forms, installing software, and writing the interface programs necessary. The goal for FFY 2007 is to get 85% of the data into the central data base.

27-TR-1 Office of Traffic Safety - Program Management \$ 20,000

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 that are funded by Section 402. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources.

27-TR-2 Department of Public Safety – Office of Traffic Safety \$250,000

Nevada Citation and Accident Reporting System (NCATS). This grant provides funding for the technical manpower needed to complete the interface between collecting agencies and the statewide citation and crash database.

27-408TR-1 Information Systems Programming \$
42,950

Provide funding for Programmer position to work on interface programming.

27-408TR-2 Program Officer \$
29,434

Citation	Provide funding for Program Officer position to manage the Nevada and Accident Reporting System.	
27-408TR-3 52,552	Crossroads Maintenance Contract	\$
	Contract to provide local law enforcement with updates and maintenance of crossroads software for the program.	
27-408TR-4 35,220	Public Safety Technology Division	\$
	Programming costs for NCATS	
27-408TR-5 15,844	Traffic Records Committee – Travel	\$
	Travel costs for TRC, six meetings per year	
27-408TR-6 124,000	Equipment and Software	\$
	Provide equipment and software for additional law enforcement agencies.	