

2016

NEVADA HIGHWAY SAFETY

Performance Plan



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INTRODUCTION

'Zero Fatalities' has been Nevada's official traffic safety goal since 2010 when it was adopted by the Nevada Executive Committee on Traffic Safety (NECTS). NECTS oversees Nevada's Strategic Highway Safety Plan. These strategies were developed by multiple disciplines and partners across the state. These partners review data and proven countermeasures for an identified traffic problem and then allocate various resources toward the problem.

Department of Public Safety's Office of Traffic Safety (OTS) started down this road ten years ago in 2004, when Strategic Highway Safety Plans (SHSP) were first being talked about at the national level by the Department of Transportation. Back then, everyone knew that the Nevada DOT (NDOT) conducted engineering projects (HSIP), and that OTS conducted enforcement and behavioral projects (HSP) to improve traffic safety, but neither of them was quite sure how the other one worked. Participation in the SHSP has successfully merged these plans and resources, thus gaining the most advantage from investment, and reducing duplication of effort.

For the Highway Safety Plan (HSP), and for the Highway Safety Improvement Plan (HSIP) of FFY2016, OTS and NDOT have the same target goals for the first three performance measures: number of motor vehicle fatalities, number of serious injuries, and rate of fatalities per annual vehicle miles traveled (AVMT). This is a significant step in the sharing of resources for an already strong partnership, and brings cohesiveness to the State's SHSP.

Critical emphasis areas (CEA) of the plan include Impaired Driving, Unrestrained Vehicle Occupants, Pedestrian Safety, Lane Departures (Distracted/Drowsy Driving), and Intersection Crashes (Red Light Running). Motorcycle Safety was adopted as the sixth emphasis area in 2014 due to a spike in these vehicle crashes and fatalities in Nevada. OTS solicited grant applications in January 2015. Prioritizing these problem areas and providing applicants with resource guidance to available proven countermeasures helps to combat their local traffic problems. Funding for 2016 grant projects includes NDOT HSIP funds awarded to OTS to manage behavioral projects that will support strategies in the unified SHSP.

The 2011-2015 SHSP is currently being updated. At the March 2015 statewide Traffic Safety Summit, CEA Teams and advocates conducted several activities including a review of team membership, and identifying strategies and action steps that will help achieve measurable objectives. This will lead to achievement of interim goals and performance targets for the SHSP.

SHSP partners and advocates reviewed the most recent crash data, as well as the strategies currently outlined in the SHSP for reliability, analysis of improvement, and next steps in revising the SHSP for 2016. They also participated in 'Road Shows'* across the state in 2014 to obtain feedback and suggestions for revising the Plan. These recommendations are being compiled for the NECTS meeting in September.

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

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

NDOT's Highway Safety Improvement Plan will focus on engineering remedies to reduce fatalities and serious injuries on Nevada's roads.

As fatalities are reduced, the ability to reach the remaining risk-taking drivers, passengers, and vulnerable road users with safe driving messages will be even more difficult for OTS and its partners. In FFY2016, OTS will focus its efforts and resources on those most critical traffic safety problems identified by state and local agencies, and all SHSP partners, to progress toward Everyone's** goal of 'Zero Fatalities.'

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

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

HIGHWAY SAFETY PLANNING PROCESS

MISSION

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

HIGHWAY SAFETY PLAN

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

Nevada, under the leadership of Nevada Departments of Transportation and Public Safety, completed development of its first SHSP in 2006 and updated the plan again in 2011 (www.zerofatalitiesnv.com). The 2011-2015 SHSP will again be updated this year after crash data analysis to determine if the current CEA's are still Nevada's top six traffic problems (seat belts, impaired driving, pedestrians, lane departures, motorcycles, and intersection safety). A broad range of agencies and other organization partners participate in both the planning as well as the implementation process of the SHSP through the leadership of the Nevada Executive Committee on Traffic Safety (NECTS) and the plan's Technical Working Group (TWG).

As mentioned previously, the 2011-2015 Strategic Highway Safety Plan is currently being updated for 2016-2020 during the writing of this 2016 Highway Safety Plan. During Nevada's 2015 Traffic Safety Summit, participants broke out into individual CEA groups. A diversity of disciplines and entities were represented in the breakout groups so that all advocates and multiple perspectives would be considered: transportation engineers, city planners, metropolitan planning organizations (MPO), law enforcement, emergency medical services, and specialists in behavioral education and outreach.

Several resources were shared to assist in the data analysis process, including the following:

- Data reflecting the increase/reduction for each CEA based on the interim goals of the SHSP
- Current CEA strategies and action steps
- Recommended strategies from the Road Show participants
- Strategies and countermeasures that have proven effective (and those that have not)
- Serious injury data from the state's four Trauma Centers (both cost and severity of injury)
- Consideration of other strategies and countermeasures (i.e., Countermeasures that Work, 2013)

Following are some of the major accomplishments that have been achieved since the plan was officially launched:

- Received the 2009 Safety Leadership Award from the American Association of State Highway and Transportation Officials (AASHTO) in recognition of programs that helped decrease Nevada traffic deaths by one quarter; saving more than 100 lives since 2006
- Established the first SHSP Strategic Communications Alliance (SCA) in the nation. The SCA group advises the NECTS and TWG on marketing and communication activities and campaigns that relate to the SHSP strategies and critical emphasis areas; the SCA also serves as a central clearinghouse for all the SHSP paid and earned media creative to be shared with partners statewide
- Implemented 1,600 miles of rumble strips on two-lane roadways throughout Nevada to reduce lane departure crashes
- Awarded Highway Safety Improvement Plan (HSIP-NDOT) funding for behavioral safety related projects to the Nevada Office of Traffic Safety annually since 2009; these funds represented 33 percent of the OTS Highway Safety Plan for 2015
- Achieved substantial reductions in impaired motor vehicle fatalities from a high rate in 2000 of 7.91 per 100,000 population to 2.84 in 2013
- Successful implementation of the Zero Teen Fatalities program statewide
- Successfully formed a partnership between Nevada DOT and the Nevada Department of Public Safety's Office of Traffic Safety (OTS) to coordinate messages on DOT dynamic message signs for major OTS traffic safety campaigns such as *Click It or Ticket* and *Buzzed Driving is Drunk Driving*
- Continue to expand the use of roadway safety audits and involve more than 60 transportation and road safety experts
- Initiated a policy revision in Washoe County to first consider a roundabout when developing new or existing intersection control projects and a new standard to include intersection/road name 'ahead' signs at all major intersections.

DATA ANALYSIS, PROBLEM IDENTIFICATION AND SETTING TARGETS

Data Analysis

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



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

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

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

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

Data Team

In early 2010, the Nevada Executive Committee on Traffic Safety approved the formation of an SHSP Data Team which was charged with developing a unified SHSP data message. Activities include recommending crash statistic definitions that are acceptable to all major data generators and users; initiation of data integration between the 4Es; and obtaining annual data reports from OTS and NDOT for updating the CEA tracking tools and SHSP fact sheets. The Data Team also organized the data portion of handouts for the statewide Traffic Safety Summit conducted in March 2015.

The Nevada OTS Annual Highway Safety Plan (HSP) is driven by the same state and local crash data as the statewide SHSP to ensure that the recommended improvement strategies and grant-funded projects are directly linked to the factors contributing to the high frequency of fatal and life-changing injury crashes. The ability to access reliable, timely, and accurate data helps increase the overall effectiveness of the plan and increases the probability of directing resources to strategies that will prevent the most crashes and assist in identifying locations with the greatest need. Nevada collected data from a variety of sources as a prelude to this 2016 Highway Safety Plan, including:

- Fatality Analysis Reporting System, General Estimates System, 2013 Data (FARS)
- Nevada DOT Annual Crash Summary (NDOT)
- Nevada Citation and Accident Tracking System (NCATS)
- Nevada Department of Motor Vehicles
- Seat Belt Observation Survey Reports
- University of Nevada Las Vegas – Transportation Research Center (TRC)
- NHTSA and NCSA Traffic Safety Fact Sheets
- Emergency Medical Systems NEEDS
- State Demographer Reports
- SHSP Fact Sheets
- Community Attitude Awareness Survey
- University Nevada Reno School of Medicine—analysis of crash & trauma records from motor vehicle crashes – TREND newsletter
- NHTSA Program Uniform Guidelines

Crash Data and Trends

Crash Data/Trends	Baseline Data 2004-2008						Progress Report Data 2009-2013			
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatalities (Actual)	395	427	432	373	324	243	257	246	261	266
Fatality Rate/100 million VMT	1.95	2.06	1.97	1.68	1.56	1.19	1.16	1.02	1.08	1.06
# of Serious Injuries	1,595	1,689	2,011	1,930	1,558	1,412	1,328	1,219	1,099	1,189
# of Fatalities Involving Driver or Motorcycle Operator w/>.08 BAC	112	135	144	118	106	69	69	70	85	79
# of Unrestrained Passenger Vehicle Occupant Fatalities	123	140	147	124	91	74	77	64	63	57
# of Speeding-Related Fatalities	135	160	159	97	93	94	81	76	102	87
# of Motorcyclist Fatalities	52	56	50	51	59	42	48	41	43	57
# of Unhelmeted Motorcyclist Fatalities	12	15	9	7	15	2	10	5	10	7
# of Drivers Age 20 or Younger Involved in Fatal Crashes	55	68	71	67	50	37	23	26	35	30
# of Pedestrian Fatalities	60	63	51	52	56	35	36	46	55	65
# Law Enforcement Agencies submitting electronic citations to AOC									15	15
% Observed Belt Use for Passenger Vehicles--Front Seat Outboard Occupants	87	95	91	92	90	93	93	94	91	94
# Children Age 0-4 Fatalities only when restraint use was known	4	7	8	6	1	3	2	1	2	2
# Bicycle Fatalities					7	6	6	4	3	7
# Distracted Driving Fatalities							14	21	15	20
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities				1,742	6,762	3,692	5,463	5,588	4,413	2,795
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities				504	494	1,014	832	554	1,226	543
# of Speeding Citations Issued During Grant-Funded Enforcement Activities				7,752	15,345	19,561	16,612	14,863	14,422	12,124

Demographics

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

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

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

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

Washoe County and the City of Reno have 17 percent of the state population, and within a 70-mile radius include the 2nd and last 'urban' area of the state (including parts of Lyon, Douglas, and Churchill counties). Reno is a much smaller city, being more mountainous and recreational than the Las Vegas desert. The area is also dependent on the tourism industry, but is more diversified with mining and other industrial entities moving to Nevada because of its business tax breaks. Outdoor recreational facilities also abound in Northern Nevada.

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

Nevada Fatalities: 2013

Month	TOTAL Fatalities	URBAN Fatalities	% of total fatalities	RURAL Fatalities	% of total fatalities
January	22	19	86%	3	14%
February	23	17	74%	6	26%
March	25	14	56%	11	44%
April	23	20	87%	3	13%
May	29	13	68%	6	32%
June	18	10	56%	8	44%
July	23	12	52%	11	48%
August	29	21	72%	8	28%
September	19	12	63%	7	37%
October	22	20	91%	2	9%
November	25	16	64%	9	36%
December	18	13	72%	5	28%
Total	266	187	70%	79	30%

Fatalities

Nevada experienced its highest recorded year for motor vehicle fatalities in 2006 (432). 2006 was also the year that the state's first SHSP was implemented.

Fatalities in Nevada decreased 44 percent from 2006 (its highest recorded year) to 2009 (its lowest recorded year) in a short four-year period. Along with the majority of other states, however, CY 2012 and 2013 fatality numbers have slightly increased, with the 266 fatalities in 2013 representing a 9.4% increase since 2009's low of 243 fatalities.

The majority of the fatality decreases have been in the Motor Vehicle Occupant category. Pedestrian and motorcycle type crashes increased in 2011-2013; however, with relatively small numbers, these two categories are subject to large percentage swings from year to year. Nevada prefers to use rates when evaluating performance instead of hard numbers, because of their small number and large variability. Data indicates that 69 pedestrians died in 2013, up from 61 in 2012; additional resources are being committed to this program to improve pedestrian safety in Nevada.

Nevada has made progress in reducing the number of impaired fatalities, as well as percent of impaired fatalities over the last several years. In 2006, Nevada qualified as a "high rate" state and received additional SAFETEA-LU 410 funding to combat the problem; grant projects funded were proven countermeasures of high visibility enforcement and education, resulting in Nevada later qualifying as a "low rate" state, based on 2009 and 2010 data.

Year	Population	Total Fatalities				Impaired Rate			
		Total	Motor Vehicle Occupants	Motorcycles	Pedestrians	Bicycles	Impaired	100M Vehicle Miles Traveled	Vehicle Miles Traveled (Millions)
2004	2,410,769	395	262	52	60	14	112	0.55	20475
2005	2,518,870	427	283	56	63	10	135	0.65	20833
2006	2,623,050	432	312	50	51	10	144	0.66	22041
2007	2,718,336	373	254	51	52	10	118	0.53	22199
2008	2,738,733	324	196	59	56	7	106	0.51	21021
2009	2,711,206	243	150	42	35	6	69	0.33	20912
2010	2,724,634	257	160	48	36	6	69	0.33	22145
2011	2,721,794	246	137	41	46	4	70	0.31	22354
2012	2,750,217	261	148	43	55	3	85	0.37	22798
2013	2,783,383	266	123	57	65	7	79	0.34	23575

2004 to 2013 Data is from NHTSA Traffic Safety Facts

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

Year	Population	Total	Motor Vehicle	Motor Cycle	Bicycle/Pedestrian	Impaired *new def	Total	Motor Vehicle	Motor Cycle	Bicycle/Pedestrian	Impaired
2007	2,718,336	373	257	51	62	118	13.72	9.9	1.88	1.99	4.34
2008	2,738,733	324	199	59	63	106	11.83	7.23	2.15	2.30	3.87
2009	2,711,206	243	159	42	41	69	8.96	5.86	1.55	1.51	2.54
2010	2,724,636	257	162	48	42	69	9.43	5.94	1.76	1.54	2.53
2011	2,723,322	246	152	41	47	70	9.03	5.58	1.51	1.84	2.57
2012	2,750,217	261	155	43	54	85	9.38	5.64	1.56	2.11	3.09
2013	2,800,967	266	132	57	76	79	9.53	4.71	2.05	2.59	2.84

Population figures from [Nevada State Demographer website](#)

The final selection of projects for the 2016 Highway Safety Plan were based on:

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

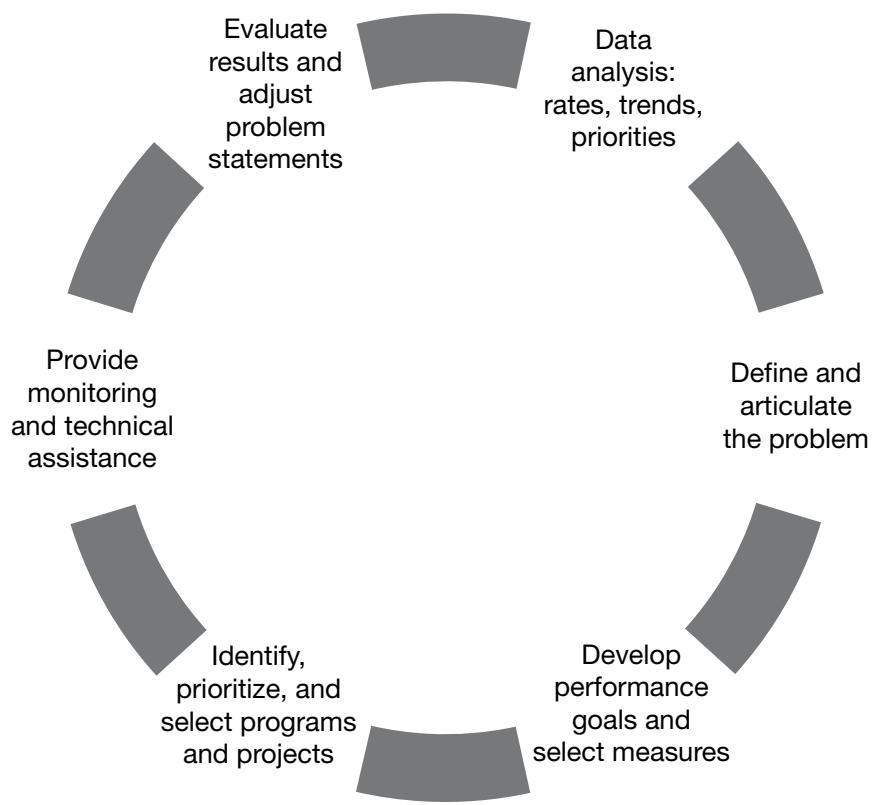
OTS also develops statewide projects in cooperation with other state, local, and non-profit agencies that partner on the SHSP. Local strategies and projects are developed by working with those agencies that have expressed an interest in implementing an evidence-based traffic safety project in their community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

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

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

The Goal Setting Process

The highway safety planning process is circular and continuous. For example, at any one point in time, OTS may be working on previous, current, and upcoming fiscal year plans. In addition, due to a variety of intervening and often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates. The planning process diagram and chart on the next page visually capture the steps in the planning process: identifying problems, setting goals, choosing performance measures, and selecting projects. They illustrate the circular nature of the highway safety planning processes as well as the workflow.



Funding Strategy

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

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

Federal grant funds are also awarded in other program areas:

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

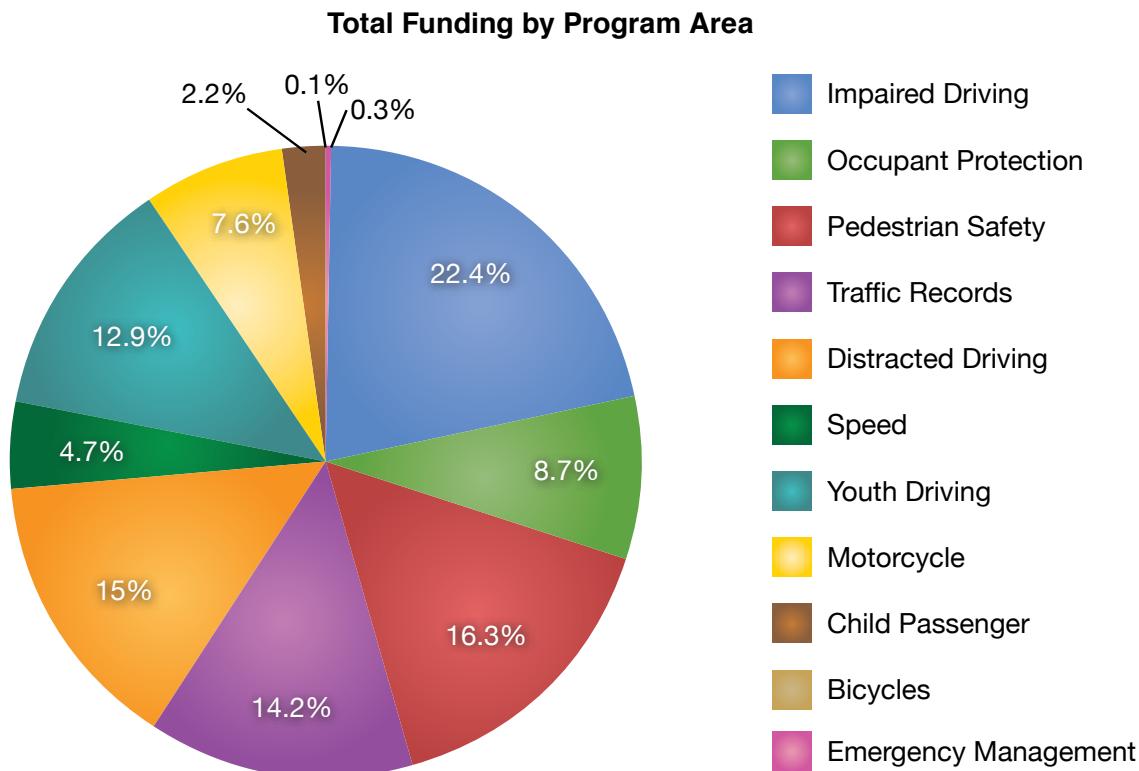
In a perfect world, the state would receive enough grant award amounts, combined with state resources, to effectively address all traffic safety issues. As this is not the case however, the following must also be considered when making decisions on which projects to fund, and at what level, to have a positive effect on the problem:

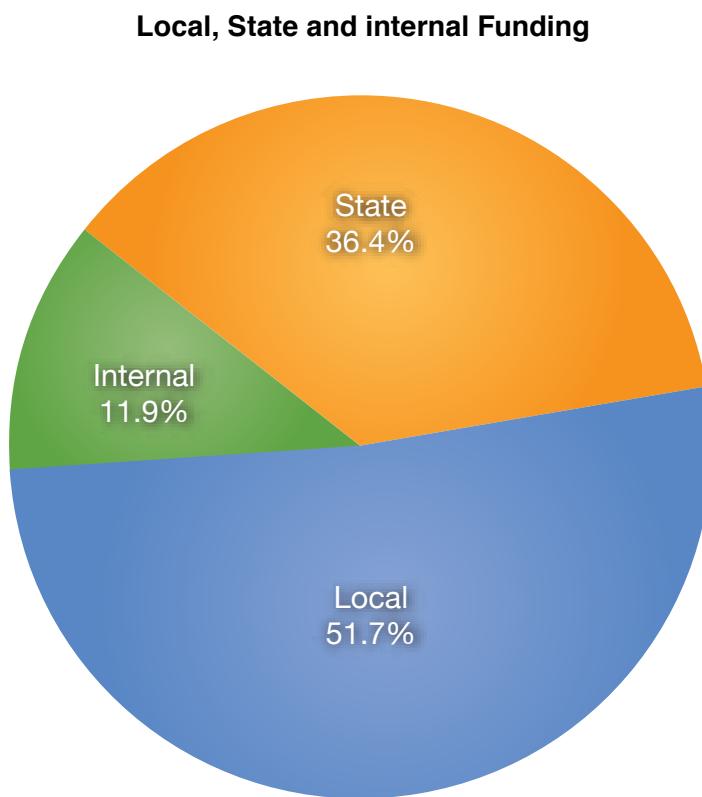
Current state economy:

- Local economies are down, affecting local budgets
- Reduction in Law Enforcement Agency personnel, budgets, and other resources
- Foreclosure rate (Nevada has been highest in the nation for last seven years)
- Unemployment rate (Nevada was highest in the nation until recently)
- Gas prices (affect on VMT)

Funding levels for MAP-21 awards

- Reauthorization of the Highway Safety Act of 1966 (MAP-21 expired September 30, 2014 and has yet to be reauthorized as of this writing)
- Deadlines and limitations for liquidating award fund balances





Countermeasures and Project Selection

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

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

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

Monitoring and Technical Assistance

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

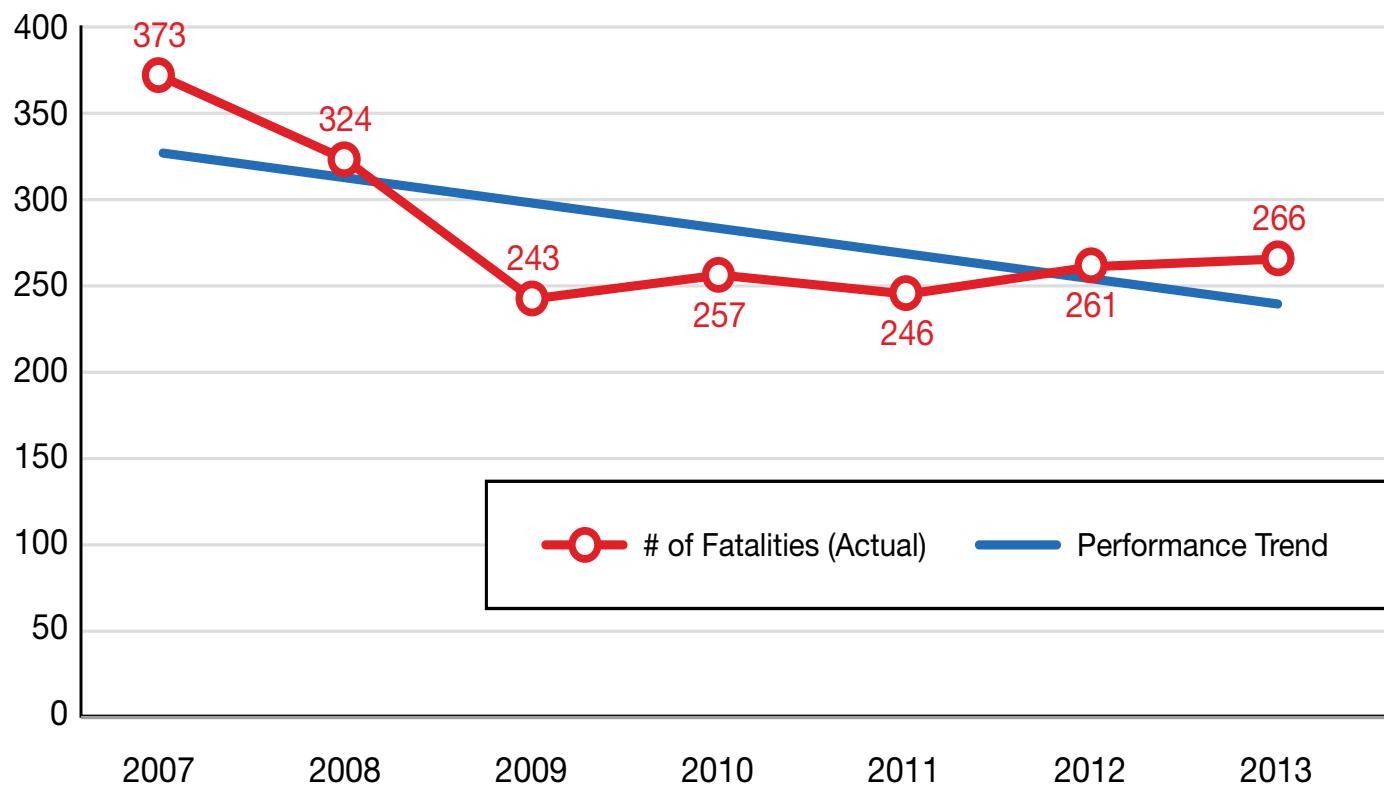
In addition to monitoring projects and programs, OTS program managers provide technical assistance to grantee project directors on an as-needed basis, as determined from prior monitoring, and from monthly progress reports from sub-recipients. Assistance includes providing and analyzing data, purchasing and helping with fiscal management, providing report feedback, and giving tips for effective project management.

Annual Report

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

PERFORMANCE MEASURE 1

NUMBER OF NEVADA TRAFFIC FATALITIES



Justification for Performance Target

Nevada experienced its highest recorded year for motor vehicle fatalities in 2006 (432); 2006 was also the year that the state's first Strategic Highway Safety Plan (SHSP) was implemented. Fatalities subsequently decreased 44 percent from 2006 (its highest recorded year) to 2009 (its lowest recorded year) in a short four-year period. Along with the majority of other states, however, CY 2012 and 2013 fatality numbers have slightly increased, with the 266 fatalities in 2013 representing a 9.4 percent increase since 2009's low of 243 fatalities.

The majority of the fatality decreases have been in the Motor Vehicle Occupant category. Unbuckled vehicle occupant numbers have decreased by 27.6 percent since 2009. However, 50 percent of motor vehicle occupant (MVO) fatalities continue to be unrestrained in Nevada, regardless of the number killed. Pedestrian and motorcycle type crashes increased in 2011-2013; however, with relatively small numbers, these two categories are subject to large percentage swings from year-to-year. Nevada prefers to use rates or rolling averages when evaluating performance instead of hard numbers, because of small numbers and

large variability. Data indicates that 69 pedestrians died in 2013, up from 61 in 2012; additional resources have and are being committed to this program to improve pedestrian safety in Nevada. See Performance Measure 10.

Nevada has made progress in reducing the number of impaired fatalities, as well as percent of impaired fatalities of total fatalities over the last several years. In 2006, Nevada qualified as a “high rate” state and received additional SAFETEA-LU 410 funding to combat the problem; grant projects funded were proven countermeasures of high visibility enforcement and education, along with increasing the number of DUI Courts and Alternative Sentencing Programs, resulting in Nevada qualifying as a “low rate” state in 2012, based on 2009 and 2010 data.

2016 performance targets are primarily based on the most current linear trend for each particular performance measure. Based on those trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

Nevada has six critical emphasis areas in its SHSP, including Pedestrian, Motorcycle, Impaired, Unbuckled, Intersection, and Lane Departure crashes. Motorcycles were added in 2014 after they began spiking in number of crashes and fatalities in Nevada.

FY 2016 Target

Decrease the trending traffic fatality rate from the 2009-2013 five-year moving average of 255 traffic fatalities to 286 by December 31, 2016.

Problem ID Analysis

What: Fatalities in Nevada showed an upward trend from 2010 to 2013, after a drastic decrease from 2009-2010. This is in line with the rest of the nation, as it's postulated that the recent 2005 – 2013 recession resulted in higher gas prices, and people driving fewer miles in their cars; motorcycle vehicle usage also increased (as has fatalities), as has other transportation alternatives, like walking and the use of scooters and mopeds.

Although Nevada's fatality rate per 100 million vehicle miles traveled has been continuously above the national rate, it has also consistently been below the national rate when looking at its rate per 10,000 capita. In 2012, Nevada's fatality rate per 10,000 people was approximately 8 percent less than the national rate. For every 10 people per 100,000 people based on population who die in highway crashes across the United States, only nine people per 100,000 die in motor vehicle crashes in Nevada. This is, of course, still too many roadway deaths.



Of the 1,273 Nevada highway fatalities that occurred between 2009 and 2013:

Who:

- 321 were unrestrained vehicle occupants (25%)
- 341 involved impairment (27%)
- 218 were motorcyclists (17%)
- 247 were pedestrians (19%)

Note that a fatal crash can involve more than one of these factors.

Male drivers of all ages are the most representative of Nevada roadway fatalities and/or causation:

- Middle-aged male pedestrians (46 to 55 years old) are more likely than any other demographic to be fatally wounded or seriously injured in a pedestrian crash. In general, males of any age have a higher likelihood to be a pedestrian fatality
- Younger male drivers (16 to 25 years old) are most likely to be involved in motorcycle fatalities and serious injuries
- Male drivers aged 26 to 35 years old are involved most in impaired driving fatalities, followed by young male drivers aged 21 to 25 years old
- Male drivers aged 26 to 35 years old are involved most in unbuckled fatalities and serious injuries, followed by male drivers aged 36 to 45 years old
- Male drivers aged 26 to 35 years old are involved in most of the intersection-related fatalities and serious injuries
- Male drivers aged 26 to 35 years old are involved most in lane departure fatalities and serious injuries, followed by male drivers aged 21 to 25 years old.

Where: Clark County represents 77 percent of the state's population, but showed improvement from prior years in that less than three-fourths of the state's fatalities occurred in Clark County; Clark County is where Las Vegas is located.

- A majority of the pedestrian fatalities and serious injuries (66 percent) occurred midblock on a roadway. Second highest in number was pedestrian fatalities on marked crosswalks (14 percent); urban problem
- 70 percent of impaired driving fatalities and serious injuries occurred in Clark County (represents 77 percent of the state's population); 64 percent of impaired fatalities occurred on urban roadways
- Almost two-thirds (63 percent) of the unbelted fatalities and serious injuries occurred in Clark County; 66 percent of these occurred also on urban roadways
- Over three-fourths (78 percent) of the intersection-related fatalities and serious injuries occurred in Clark County
- Over half (61 percent) of the lane departure crash fatalities and serious injuries occurred in Clark



County; over 62 percent occurred on urban roadways

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

- Friday was the most dangerous day for pedestrians; Saturday was the next most severe day
- The majority of motorcycle fatalities and serious injuries occurred when the vehicle was going straight, followed by turning left; 64 percent of motorcycle fatalities and serious injuries occurred during daylight hours
- The highest proportion of impaired driving fatalities and serious injuries occurred during weekends
- The highest number of unbelted fatalities and serious injuries occurred on Friday through Sunday
- The majority of intersection-related fatalities and serious injuries occurred during daylight hours (61 percent) and 32 percent occurred in 'dark but lighted' conditions
- The highest number of lane departure fatal and serious injury crashes occurred on Friday through Sunday; most of these fatalities and serious injuries occurred during daylight hours (51 percent) as compared to dark hours (17 percent)

Why: Excessive speed has consistently been a factor in about one-third of all fatal crashes in Nevada. In addition, regardless of a 94 percent observed usage rate and a significant reduction in vehicle occupant fatality numbers, 50 percent of those fatalities continue to remain unbuckled.

- The pedestrian action which contributed the most to fatalities and serious injuries was improper roadway crossing. Other significant contributing factors included darting into roadway, failure to yield right-of-way and obey traffic signs, and 'not visible'
- The majority of motorcycle fatalities and serious injuries were angle crashes, followed by non-collision

- Over half (55 percent) of the impaired fatalities and serious injuries occurred in single vehicle crashes. A large portion of the impaired driving serious injuries occurred in single vehicle crashes followed closely by angle crashes
- A large portion of unbuckled fatalities and serious injuries occurred in single vehicle crashes followed by non-collision crashes; over half (58 percent) of these involved no ejection from the seat
- Most of the intersection-related fatalities and serious injuries involved angle crashes followed by single vehicle crashes
- Almost nine out of 10 lane departure fatalities and serious injuries occurred under dry road surface conditions

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses proven national strategies to reduce motor vehicle fatalities and serious injuries, like High Visibility Enforcement efforts. Other cost-effective strategies used are documented within the National Highway Traffic Safety Administration's *Countermeasures That Work* publication; the Nevada projects detailed under Performance Measure 1 will utilize strategies outlined in the following problem-specific countermeasures:

Chapter 1 – Alcohol Impaired and Drugged Driving

Chapter 2 – Seat Belts and Child Restraints

Chapter 3 – Aggressive Driving and Speeding

Chapter 4 – Distracted and Drowsy Driving

Chapter 5 – Motorcycle Safety

Chapter 6 – Young Drivers

Chapter 8 – Pedestrians

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

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

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

www.zerofatalitiesnv.com.

Performance Goals

- Encourage additional partners and traffic safety advocates to participate in high visibility enforcement of Nevada safety belt, DUI, distracted driving, pedestrian, and speeding laws.

- Provide continuous education to Nevada legislators and the public about the advantage of having a primary vs. a secondary seat belt law.

Other Strategies

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

Funding Source

See funding sources for projects TS-2016-NVOTS 658-00080, 00077, 00079, 00004, 00114, 00078 and 00110 on page 113.

Project Descriptions:

TS-2016-NVOTS 658-00080—Nevada Office of Traffic Safety—Professional Development

Funding Source: 402

This program provides resources for OTS staff and Nevada traffic safety partners to attend or participate in conferences, training, courses, or similar events that further enhance their knowledge and skills to combat traffic fatalities and serious injuries.

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

TS-2016-NVOTS 658-00077—Nevada Office of Traffic Safety—Program Management

Funding Source: NDOT – 21

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant award from the Nevada Department of Transportation provides funding for the management and operating costs for the DPS-OTS distracted driving, pedestrian safety, and lane departure efforts in the FFY 2016 Highway Safety Plan. These are monetary awards from NDOT's Highway Safety Improvement Plan (HSIP) to the DPS-Office of Traffic Safety to manage and conduct behavioral projects in conjunction with the state's Strategic Highway Safety Plan (SHSP) and its strategies.

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

grant funds available to Nevada under either SAFETEA-LU or MAP-21 for distracted driving or pedestrian safety, which are both a big problem in Nevada.

TS-2016-NVOTS 658-00079—Nevada Office of Traffic Safety—Program Management-Temps

Funding Source: 405(C), 402

OTS will provide public education and heightened awareness of problem traffic safety areas on Nevada roadways and how to prevent them; continue SHSP partnerships and leadership for Critical Emphasis Area teams, strategies, resources, and guidance to move toward the ‘Zero Fatalities’ goal; review and evaluate program and project management activities on a continual basis for any efficiency or other resource needs; stay on track with timelines, objectives and goals for all programs and activities; or to revise as necessary. This project funds temporary employment services for OTS to effectively manage its programs.

The Media & Marketing Liaison will function as the point of contact for NDOT and OTS as they relate to public education, campaigns, outreach, unified messaging, public relations, development and purchases of public information & education materials, oversight of marketing and media contractors and other industry-specific management needs.

TS-2016-NVOTS 658-00114—Nevada Office of Traffic Safety—HSP/Annual Report

Funding Source: NDOT – 21

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

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

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

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

TS-2016-NVOTS 658-00078—Nevada Office of Traffic Safety—Planning and Administration (P&A)

Funding Source: 402

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

Planning, administration, and other management costs are provided from a percentage of some NHTSA awards to the state to cover these costs, as allowed. This grant project will provide funding for the planning and administration of the FFY 2016 Highway Safety Plan at DPS-OTS.

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety— Public Outreach and Media

Funding Source: NDOT – 21

In tandem with the Joining Forces HVE campaigns, paid and earned media are conducted throughout the year to reinforce the message regarding safe driving behaviors. The goal for marketing and media in Nevada is to raise awareness of the need to change poor driver behaviors and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. The Office of Traffic Safety (OTS) will develop and publish behavior-altering public traffic safety announcements and messaging that address:

1. impaired driving
2. safety belt usage
3. pedestrian safety
4. motorcycle safety
5. distracted driving
6. excessive speed

All campaigns are part of and support the state's "Zero Fatalities" mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada.

Each campaign focuses on the goal of each individual program priority. Campaigns will include TV, radio, online, cinema, outdoor media, outreach, and educational materials when appropriate per campaign and target audience. These impactful safety messages will air in the media in tandem with Nevada's 2015 "Joining Forces" high-visibility enforcement events. OTS also partners with Strategic Highway Safety Plan (SHSP) partners and other traffic safety advocates to saturate the media with educational, life-changing, effective traffic safety messages that support SHSP strategies.

LFD-2016-NVOTS 658-00004—Nevada Office of Traffic Safety—SHSP Awards

Funding Source: NDOT – 21

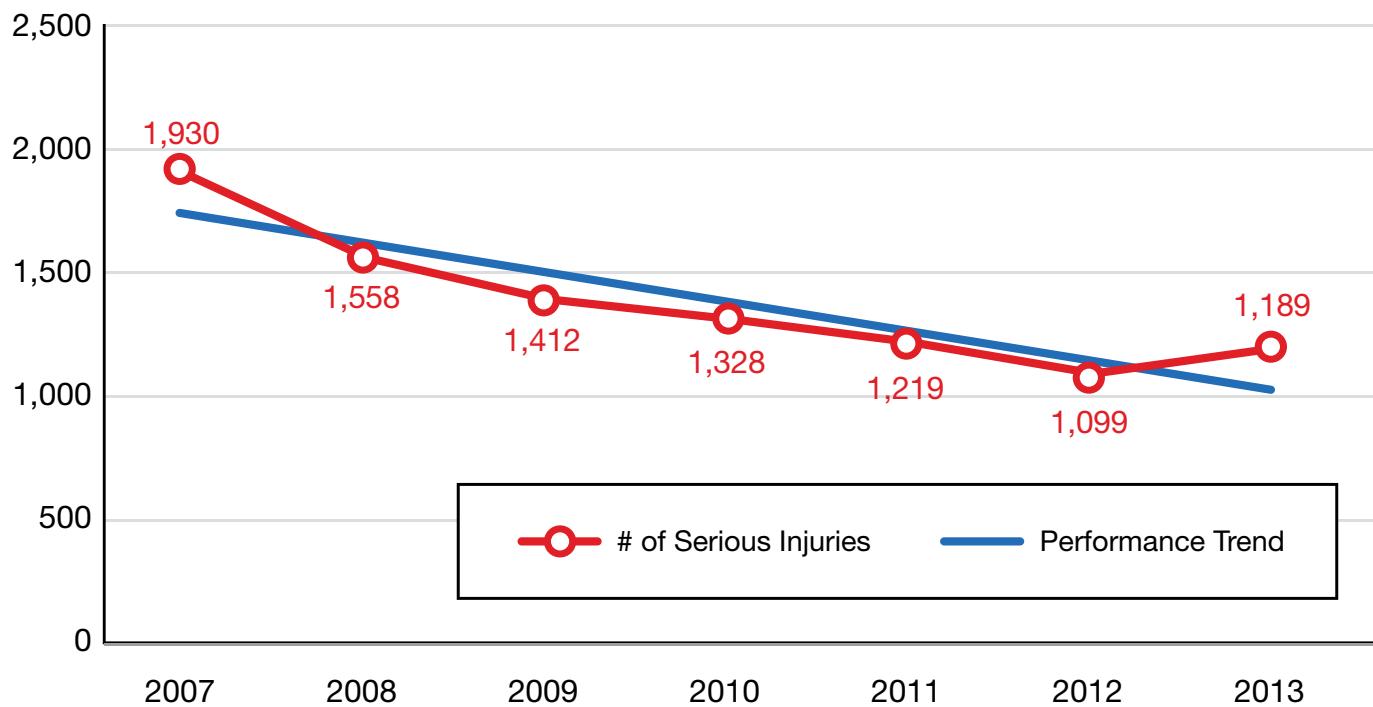
This project funds the travel and supplies specific to the annual Strategic Highway Safety Plan Award ceremony. Awards are presented for each of the critical emphasis areas as well as Communications, Leadership, and Data categories. Criteria for nominations can be for any partner or advocate who has showed a real passion for the problem; is self-motivated to work on the problem; 'stood out' in the past year's efforts made on the problem, as well as any other outstanding achievements.

SHSP Awards are presented for the following categories, and can be presented to a group or an individual:

- Impaired Driving CEA
- Intersections CEA
- Lane Departures CEA
- Occupant Protection CEA
- Pedestrians CEA
- Motorcycles CEA
- Leadership
- Data
- Safety Communications CEA

PERFORMANCE MEASURE 2

NUMBER OF SERIOUS INJURIES FROM MOTOR VEHICLE CRASHES



Justification for Performance Target

Nevada experienced its highest recorded year for motor vehicle serious injuries in 2006; 2006 was also the year that the state's first Strategic Highway Safety Plan (SHSP) was implemented. Serious injuries subsequently decreased 42 percent from 2006 (its highest recorded year) to 2009 in a short four-year period. Along with the majority of other states, however, CY 2012 and 2013 fatality numbers slightly increased, but serious injury numbers continue to decline in Nevada, with the 1,189 in 2013 representing a 19 percent decrease since 2009's number of 1,412 serious injuries.

The majority of the serious injury decreases have been in the Motor Vehicle Occupant category. Unbuckled vehicle occupant fatality numbers have decreased by 27.6 percent since 2009. However, 50 percent of motor vehicle occupant (MVO) fatalities continue to be unrestrained in Nevada, regardless of the number killed or seriously injured. Pedestrian and motorcycle type crashes increased in 2011-2013; however, with relatively small numbers, these two categories are subject to large percentage swings from year-to-year. Nevada prefers to use rates or rolling averages when evaluating performance instead of hard numbers, because small numbers lead to large variability.

2016 performance targets are based on the most current linear trend for each particular performance measure. Based on those trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent

of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

Nevada has six critical emphasis areas in its SHSP, including Pedestrian, Motorcycle, Impaired, Unbuckled, Intersection, and Lane Departure crashes. Motorcycles were added in 2013 after they began spiking in number of crashes and fatalities in Nevada.

FY 2016 Target

Decrease the trending serious injury rate from the 2009 – 2013 five-year moving average of 1,251 to 1,110 by December 31, 2016.

Problem ID Analysis

What: Fatalities in Nevada showed an upward trend from 2010 to 2013, after a significant decrease from 2009-2010, as discussed in Performance Measure 1.

However, Nevada's serious injury number from motor vehicle crashes has consistently declined since 2006 by 45 percent to 1,099 in CY2012. The number rose slightly in CY2013 to 1,189, or increased by 8 percent.

Of the 6,247 Nevada serious injuries that occurred between 2009 and 2013:

Who:

- 960 were unrestrained vehicle occupants (15%)
- 780 involved impairment (12%)
- 1,000 were motorcyclists (16%)
- 736 were pedestrians (12%)

Note that a serious injury crash can involve more than one of these factors.

Male drivers of all ages are the most representative of Nevada roadway fatalities and serious injuries, and/or causation:

- Middle-aged male pedestrians (46 to 55 years old) are more likely than any other demographic to be fatally wounded or seriously injured in a pedestrian crash. In general, males of any age have a higher likelihood to be a pedestrian fatality
- Younger male drivers (16 to 25 years old) are most likely to be involved in motorcycle fatalities and serious injuries
- Male drivers aged 26 to 35 years old are involved most in impaired driving fatalities, followed by young male drivers aged 21 to 25 years old
- Male drivers aged 26 to 35 years old are involved most in unbuckled fatalities and serious injuries, followed by male drivers aged 36 to 45 years old
- Male drivers aged 26 to 35 years old are involved in most of the intersection-related fatalities and serious injuries
- Male drivers aged 26 to 35 years old are involved most in lane departure fatalities and serious injuries, followed by male drivers aged 21 to 25 years old.

- **Where:** Clark County represents 77 percent of the state's population, but showed improvement from prior years in that less than three-fourths of the state's fatalities occurred in Clark County; Clark County is where Las Vegas is located.
- A majority of the pedestrian fatalities and serious injuries (66 percent) occurred midblock on a roadway. Second highest in number was pedestrian fatalities on marked crosswalks (14 percent); a total of 4,053 pedestrians were admitted to a Nevada trauma center in years 2005-2012; of these, 15 percent were tourists, a smaller percentage than anticipated.
- 70 percent of impaired driving fatalities and serious injuries occurred in Clark County (represents 77 percent of the state's population); 64 percent of impaired fatalities occurred on urban roadways
- The majority of motorcycle fatalities and serious injuries occurred when the vehicle was going straight, followed by 'turning left'
- Almost two-thirds (63 percent) of the unbelted fatalities and serious injuries occurred in Clark County; 66 percent of these occurred also on urban roadways
- Over three-fourths (78 percent) of the intersection-related fatalities and serious injuries occurred in Clark County
- Over half (61 percent) of the lane departure crash fatalities and serious injuries occurred in Clark County; over 62 percent occurred on urban roadways

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

- Friday was the most dangerous day for pedestrians; Saturday was the next most severe day
- 64 percent of motorcycle fatalities and serious injuries occurred during daylight hours
- The highest proportion of impaired driving fatalities and serious injuries occurred during weekends
- The highest number of unbelted fatalities and serious injuries occurred on Friday through Sunday
- The majority of intersection-related fatalities and serious injuries occurred during daylight hours (61 percent) and 32 percent occurred in 'dark but lighted' conditions
- The highest number of lane departure fatal and serious injury crashes occurred on Friday through Sunday; most of these fatalities and serious injuries occurred during daylight hours (51 percent) as compared to dark hours (17 percent)

Why: Excessive speed has consistently been a factor in about one-third of all crashes in Nevada. In addition, regardless of a 94 percent observed usage rate and a significant reduction in vehicle occupant fatality numbers, 50 percent of those fatalities continue to remain unbuckled. This infers that the state has a long way to go yet in educating the high-risk non-users of seat belts.

- The linked records of pedestrian crash victims admitted to a Nevada trauma center from 2005-2011 were examined. Binomial injury severity groups were created using New Injury Severity Scores (NISS): minor-moderate (0-8), serious-critical (9+).
 - The pedestrian action which contributed the most to fatalities and serious injuries was

improper roadway crossing. Other significant contributing factors included darting into roadway, failure to yield right-of-way and obey traffic signs, and ‘not visible.’

- Logistic regression was performed in SPSS (an analytical tool). Speeds surprisingly did not show a significant association with injury severity after controlling for age
- The majority of motorcycle fatalities and serious injuries were angle crashes, followed by non-collision
- 3,000 motorcyclists were admitted to a trauma center in Nevada from 2005-2012 as a result of traffic crashes. Of these, only 82.8 percent (2,485 persons) wore a helmet and only 9.8 percent (294 persons) wore protective clothing
- There were 15.4 percent (462 persons) that were known to be speeding; traveling with speeds higher than the posted speed limit. Chi-square test showed a significant relationship between speed and injury severity of the patient. Additionally, motorcyclists traveling at speeds faster than 65 miles per hour (mph) had significantly longer hospital length of stay and longer ICU length of stay (average 2.7 vs. 1.6 days) compared to motorcyclists traveling 65 mph or slower.
- Over half (55 percent) of the impaired-related fatalities and serious injuries occurred in single vehicle crashes. A large portion of the impaired driving serious injuries occurred in single vehicle crashes followed closely by angle crashes
 - 17,590 motor vehicle occupants were transported to a Nevada trauma center during 2005-2012. 17 percent of these trauma patients were in a vehicle where the driver had been drinking or using drugs. The average hospital charge for an occupant of a motor vehicle crash where the driver was shown to be using alcohol or drugs was \$75,492. This was \$19,430 (34.7 percent) higher than the average charge of \$56,062 where no alcohol or drug use was present.
 - It is impossible to determine how many of these crashes would not have occurred had the drivers not been under the influence of alcohol or drugs. What we do know is that more than \$150 million in hospital charges were associated with occupants of a motor vehicle where the driver was under the influence.
- A large portion of unbuckled fatalities and serious injuries occurred in single vehicle crashes followed by non-collision crashes; over half (58 percent) of these involved no ejection from the seat
- More than 19,000 motor vehicle trauma records from 2005-2011 were examined to observe injury severity when restraints were used or not used. These records included drivers and passengers of all ages.
 - Nearly 1 in 4 (22.2 percent) patients were not restrained; when restraints were not used, moderate injuries increased 55.5 percent (16.7 percent vs 10.7 percent) and severe injuries increased by 164.8 percent (25.9 percent vs 9.8 percent).
 - When restraints were not used, the average hospital charge was \$97,838. This amount was 82.8 percent higher than the average hospital charge of \$53,531 for patients who were restrained.
 - If all the unbelted patients treated in a Nevada trauma center had worn a seat belt during this time, the potential savings would have been more than \$162 million.
- Most of the intersection-related fatalities and serious injuries involved angle crashes followed by single vehicle crashes
 - 2,771 people were seriously injured in an intersection-related crash between 2009-2013; 371 people lost their lives

- Intersection-related crashes are commonly called ‘red-light-running’ crashes, or due to the failure of one driver/vehicle not yielding the right-of-way to another vehicle or person
- Speed is almost always a factor in these type of crashes
- Almost nine out of 10 lane departure fatalities and serious injuries occurred under dry road surface conditions
 - 1,913 people were seriously injured in lane departure crashes on Nevada roadways; 596 people were killed
 - Lane Departure crashes can be caused by a multitude of factors, including distraction, drowsiness, fatigue, roadway conditions and/or inattention.

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada’s Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration’s *Countermeasures That Work* publication. For the projects detailed under Performance Measure 2, OTS will utilize strategies outlined in the following problem-specific countermeasures:

Chapter 1: Alcohol Impaired and Drugged Driving

Chapter 2: Seat Belts and Child Restraints

Chapter 3: Aggressive Driving and Speeding

Chapter 4: Distracted and Drowsy Driving

Chapter 5: Motorcycle Safety

Chapter 6: Young Drivers

Chapter 8: Pedestrians

Chapter 9: Bicycles

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

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

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

Performance Goal

See Performance Goals for Performance Measure 1

Strategies

See Strategies for Performance Measure 1

Funding Source

See funding source for projects TS-2016-HGhosp-00042, TS-2016-No LT Fire-00024, TS-2016-N. Lyon Fire-00073, TS-2016-DPS NHP-00126 on page 113.

Related Projects

TS-2016-HGhosp-00042—Humboldt General Hospital—Portable Extrication Equipment

Funding Source: NDOT – 21

Humboldt General Hospital Ambulance Rescue (HGH EMS Rescue) responds to over 100 vehicle crashes per year. During these emergency responses, crews are faced with significant amount of difficult circumstances where extended extrication is required to remove patients from the wreckage that entraps them.

HGH ambulance service is the only responding agency in Humboldt county that provides emergency extrication at the scene of vehicle crashes with entrapment. The C of Winnemucca fire department has recently started responding to vehicle crashes within the city limits, but does not respond with any extrication equipment. Most serious crashes are outside of city limits and there are no other agencies that assist with vehicle extrication needs.

This program would fund the purchase of specialized equipment along with specific training in the use of the equipment to help achieve the goal of improved response capabilities, reduced extrication times and increased survival rates and patient outcomes.

TS-2016-No LT Fire-00024—North Lake Tahoe Fire Protection District—Hydraulic Rescue Pump Improvement

Funding Source: NDOT – 21

In 2013 the NLTFPD received a grant, TS-2013-No LT Fire-00141, for the purchase of updated heavy-duty hydraulic rescue equipment. These tools were purchased to improve the NLTFPD's operations at motor vehicle collisions (MVC's) by giving first responders the ability to better defeat the various high strength steels (HSS) being used in modern vehicle construction. Those tools have contributed significantly in reducing both times to not only remove persons from damaged vehicles, but to also transport them to an appropriate medical facility.

This project will continue to improve upon the purchase of those tools by upgrading the hydraulic pumps and hoses that are used to power them and allow for a higher volume of hydraulic fluid to be pushed faster, which will equate to faster tool operation, which in turn will allow for an even faster and more efficient operation, which will allow persons to be removed faster and transported to an appropriate facility for treatment.

TS-2016-N. Lyon Fire-00073—North Lyon County Fire Protection District—Traffic Safety and Training

Funding Source: NDOT – 21

This project will provide equipment that will improve visibility, illumination and warning signals when working a crash and provide training equipment that will support North Lyon County and supporting personnel in preparing for scene safety and efficiency. Therefore creating a safer scene for the responders, motorists and pedestrians.

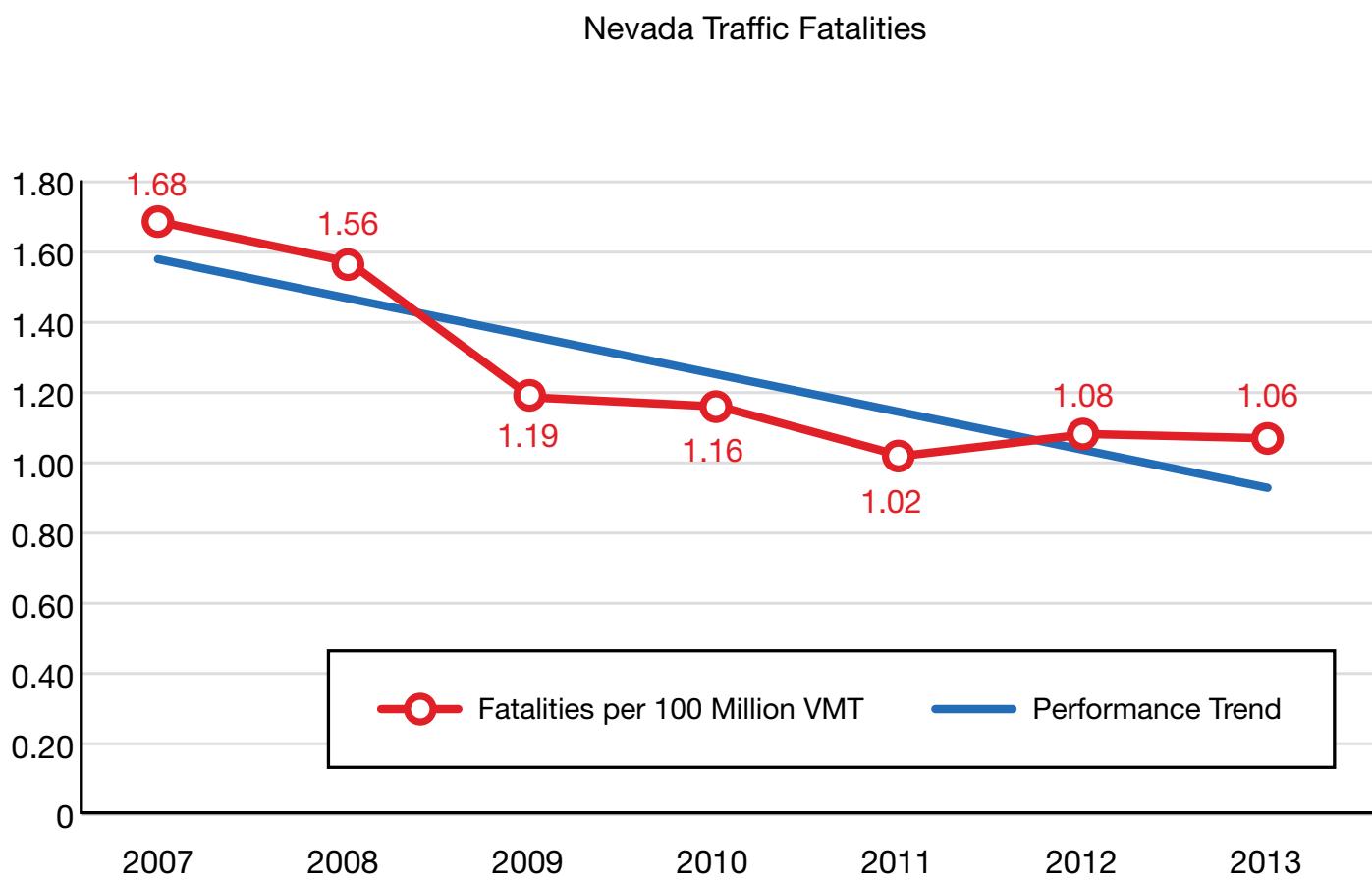
TS-2016-DPS NHP-00126—Nevada Office of Traffic Safety—Nevada Highway Patrol- Event Overtime

Funding Source: NDOT – 21

This project allows for overtime funding and/or travel costs as needed for the Nevada Highway Patrol's 'Zero Fatalities Ambassador' Program. This program trains individual troopers on the Zero Fatalities campaign, its critical emphasis areas, where fact sheets can be found, and how to conduct outreach and education efforts for same. Not all troopers will need overtime funding, all the time, but this project is available as the need arises.

PERFORMANCE MEASURE 3

TOTAL FATALITY RATE PER 100 MILLION VMT



Justification for Performance Target

Nevada experienced its highest recorded year for motor vehicle fatalities in 2006 (432); 2006 was also the year that the state's first Strategic Highway Safety Plan (SHSP) was implemented. Fatalities subsequently decreased 44 percent from 2006 (its highest recorded year) to 2009 (its lowest recorded year) in a short four-year period. Along with the majority of other states, however, CY 2012 and 2013 fatality numbers have slightly increased, with the 266 fatalities in 2013 representing a 9.4 percent increase since 2009's low of 243 fatalities.

The majority of the fatality decreases have been in the Motor Vehicle Occupant category. Unbuckled vehicle occupant numbers have decreased by 27.6 percent since 2009. However, 50 percent of motor vehicle occupant (MVO) fatalities continue to be unrestrained in Nevada, regardless of the number killed. Pedestrian and motorcycle type crashes increased in 2011-2013; however, with relatively small numbers, these two categories are subject to large percentage swings from year-to-year. Nevada prefers to use rates or rolling averages when evaluating performance instead of hard numbers, because of small numbers and large variability. Data indicates that 69 pedestrians died in 2013, up from 61 in 2012; additional resources

have and are being committed to this program to improve pedestrian safety in Nevada. See Performance Measure 10.

Nevada has made progress in reducing the number of impaired fatalities, as well as percent of impaired fatalities of total fatalities over the last several years. In 2006, Nevada qualified as a “high rate” state and received additional SAFETEA-LU 410 funding to combat the problem; grant projects funded were proven countermeasures of high visibility enforcement and education, along with increasing the number of DUI Courts and Alternative Sentencing Programs, resulting in Nevada qualifying as a “low rate” state in 2012, based on 2009 and 2010 data.

2016 performance targets are based on the most current linear trend for each particular performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

Nevada has six critical emphasis areas in its SHSP, including Pedestrian, Motorcycle, Impaired, Unbuckled, Intersection, and Lane Departure crashes. Motorcycles were added in 2013 after they began spiking in number of crashes and fatalities in Nevada.

FY 2016 Target

Decrease the trending fatality rate per 100 Million VMT by 1 percent from the 2009 to 2013 five-year moving average of 1.14 to only 1.19 by December 31, 2016.

Problem ID Analysis

What: Fatalities in Nevada showed an upward trend from 2010 to 2013, after a drastic decrease from 2009-2010. This was in line with other states in the nation, as it's postulated that the recent recession resulted in higher gas prices, and people driving fewer miles in their cars; motorcycle vehicle usage also increased, as had other transportation alternatives, like walking and the use of scooters and mopeds.

Although Nevada's fatality rate per 100 million vehicle miles traveled has been continuously above the national rate, it has also consistently been below the national rate when looking at its rate per 10,000 capita.

In 2012, Nevada's fatality rate per 10,000 people was approximately 8 percent less than the national rate. For every 10 people per 100,000 people based on population who die in highway crashes across the United States, only nine people per 100,000 die in motor vehicle crashes in Nevada. This is, of course, still too many roadway deaths.

Of the 1,273 Nevada highway fatalities that occurred between 2009 and 2013:

Who:

- 321 were unrestrained vehicle occupants (25%)
- 341 involved impairment (27%)
- 218 were motorcyclists (17%)
- 247 were pedestrians (19%)

Note that a fatal crash can involve more than one of these factors.

Male drivers of all ages are the most representative of Nevada roadway fatalities and/or causation:

- Middle-aged male pedestrians (46 to 55 years old) are more likely than any other demographic to be fatally wounded or seriously injured in a pedestrian crash. In general, males of any age have a higher likelihood to be a pedestrian fatality
- Younger male drivers (16 to 25 years old) are most likely to be involved in motorcycle fatalities and serious injuries
- Male drivers aged 26 to 35 years old are involved most in impaired driving fatalities, followed by young male drivers aged 21 to 25 years old
- Male drivers aged 26 to 35 years old are involved most in unbuckled fatalities and serious injuries, followed by male drivers aged 36 to 45 years old
- Male drivers aged 26 to 35 years old are involved in most of the intersection-related fatalities and serious injuries
- Male drivers aged 26 to 35 years old are involved most in lane departure fatalities and serious injuries, followed by male drivers aged 21 to 25 years old.

Where: Clark County represents 77 percent of the state's population, but showed improvement from prior years in that less than three-fourths of the state's fatalities occurred in Clark County; Clark County is where Las Vegas is located.

- A majority of the pedestrian fatalities and serious injuries (66 percent) occurred midblock on a roadway. Second highest in number was pedestrian fatalities on marked crosswalks (14 percent); urban problem
- Seventy percent of impaired driving fatalities and serious injuries occurred in Clark County (represents 77 percent of the state's population); 64 percent of impaired fatalities occurred on urban roadways
- Almost two-thirds (63 percent) of the unbelted fatalities and serious injuries occurred in Clark County; sixty-six (66 percent) of these occurred also on urban roadways
- Over three-fourths (78 percent) of the intersection-related fatalities and serious injuries occurred in Clark County
- Over half (61 percent) of the lane departure crash fatalities and serious injuries occurred in Clark County; over 62 percent occurred on urban roadways

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

- Friday was the most dangerous day for pedestrians; Saturday was the next most severe day
- The majority of motorcycle fatalities and serious injuries occurred when the vehicle was going straight, followed by turning left; 64 percent of motorcycle fatalities and serious injuries occurred during daylight hours
- The highest proportion of impaired driving fatalities and serious injuries occurred during weekends

- The highest number of unbelted fatalities and serious injuries occurred on Friday through Sunday
- The majority of intersection-related fatalities and serious injuries occurred during daylight hours (61 percent) and 32 percent occurred in ‘dark but lighted’ conditions
- The highest number of lane departure fatal and serious injury crashes occurred on Friday through Sunday; most of these fatalities and serious injuries occurred during daylight hours (51 percent) as compared to dark hours (17 percent)

Why: Excessive speed has consistently been a factor in about one-third of all fatal crashes in Nevada. In addition, regardless of a 94 percent observed usage rate and a significant reduction in vehicle occupant fatality numbers, 50 percent of those fatalities continue to remain unbuckled.

- The pedestrian action which contributed the most to fatalities and serious injuries was improper roadway crossing. Other significant contributing factors included darting into roadway, failure to yield right-of-way and obey traffic signs, and ‘not visible’
- The majority of motorcycle fatalities and serious injuries were angle crashes, followed by non-collision
- Over half (55 percent) of the impaired-related fatalities and serious injuries occurred in single vehicle crashes. A large portion of the impaired driving serious injuries occurred in single vehicle crashes followed closely by angle crashes
- A large portion of unbuckled fatalities and serious injuries occurred in single vehicle crashes followed by non-collision crashes; over half (58 percent) of these involved no ejection from the seat
- Most of the intersection-related fatalities and serious injuries involved angle crashes followed by single vehicle crashes
- Almost nine out of 10 lane departure fatalities and serious injuries occurred under dry road surface conditions

Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada’s Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration’s *Countermeasures That Work* publication. For the projects detailed under Performance Measure 3, OTS will utilize strategies outlined in the following problem-specific countermeasures:

- Chapter 1: Alcohol Impaired and Drugged Driving
- Chapter 2: Seat Belts and Child Restraints
- Chapter 3: Aggressive Driving and Speeding
- Chapter 4: Distracted and Drowsy Driving
- Chapter 5: Motorcycle Safety
- Chapter 6: Young Drivers
- Chapter 8: Pedestrians
- Chapter 9: Bicycles

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

Performance Goal

See Performance Goals for Performance Measure 1.

Strategies

See Strategies for Performance Measure 1.

Funding Source

See funding sources for projects TS-2016-UNR-00040, TS-2016-NVOTS 658-00087, and 00115 on page 113.

Related Projects

TS-2016-NVOTS 658-00087—Nevada Office of Traffic Safety—Fixed Deliverables

Funding Source: 405(b)

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

TS-2016-NVOTS 658-00115—Nevada Office of Traffic Safety— Law Enforcement Liaison (LEL)

Funding Source: 402

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

A Law Enforcement Liaison provides assistance and program management to the SHSO in implementing grant projects with law enforcement agencies statewide, including HVE but also other police traffic countermeasures.

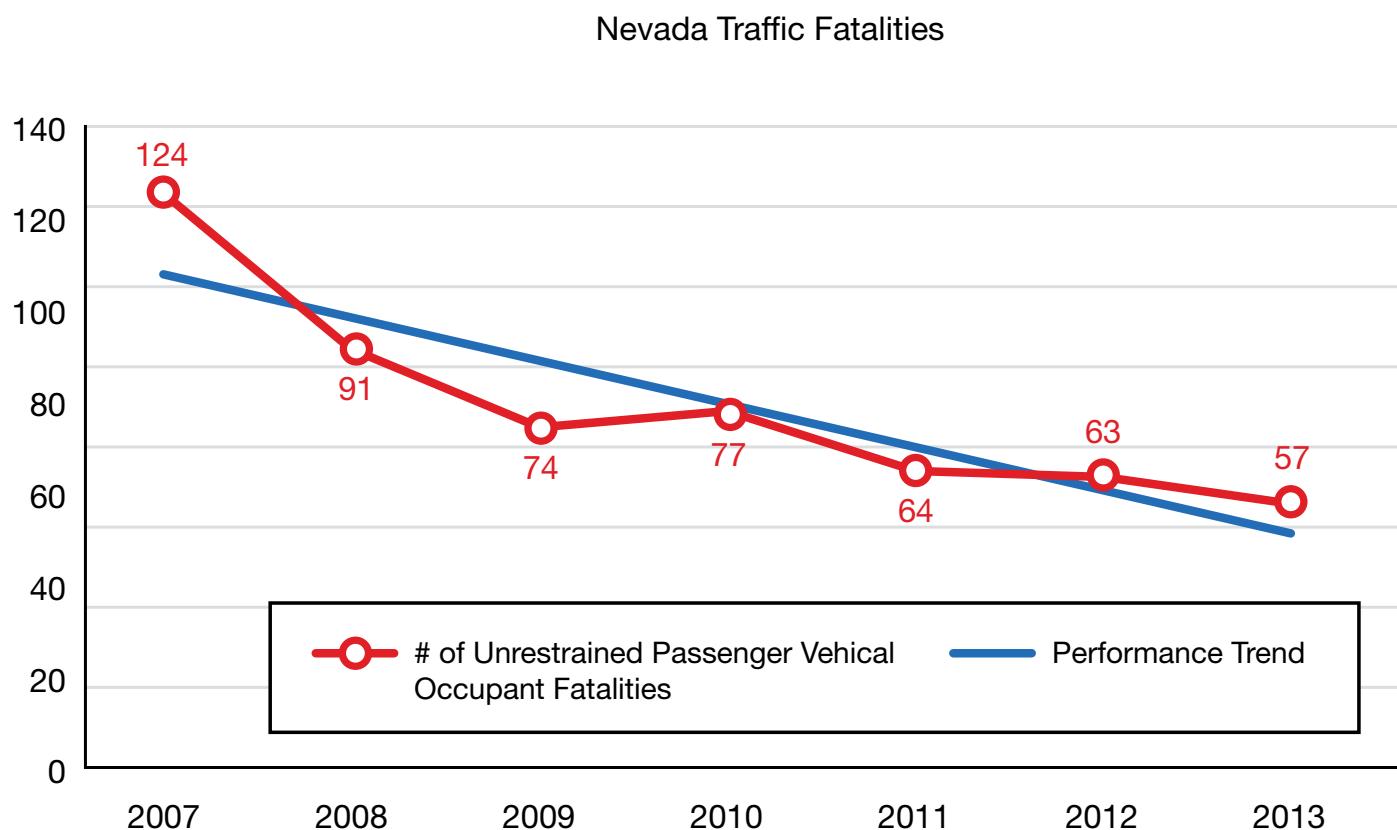
TS-2016-UNR-00040—Board of Regents—Community Awareness Survey

Funding Source: 402

The main purpose of this project is to provide public opinion telephone survey data to the Office of Traffic Safety regarding Nevada's attitudes toward key traffic safety issues (e.g., safety belt usage, impaired driving, speeding behavior, and distracted driving). The Office of Traffic safety will be able to utilize the data and recommendations from the final report for a baseline measure of community attitudes. OTS may consider collecting these same data annually for a longitudinal comparison of movement in community attitudes due to OTS's educational efforts. As such, these data can be considered a program evaluation of OTS' community programming efforts. OTS can utilize these data for internal evaluation efforts, traffic safety improvements, programming interventions and media releases to reduce traffic fatalities, injuries and crashes in Nevada, and other community education programs. The UNR-Center for Research Design and Analysis has been conducting this community attitudes survey for the Office of Traffic Safety since 2009 who shares this data for community planning and educational outreach efforts.

PERFORMANCE MEASURE 4

NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL POSITIONS



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each particular performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2016 Target

Decrease the trending unrestrained fatality rate from the 2009-2013 average of 67 to 53 by December 31, 2016.

Problem ID Analysis

What: Between the years of 2009-2013, there were 321 unrestrained vehicle occupants fatalities and 960 serious injuries on Nevada roadways.

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

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

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

Why: A large portion of the unrestrained fatalities and serious injuries occur in single vehicle crashes followed by non-collision crashes. Over half (58 percent) of the unrestrained fatalities involved no ejection from the seat.

Countermeasure Strategy

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

Chapter 2: Seat Belts and Child Restraints

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

- Continue to emphasize public education of Nevada's Safety Belt Laws through enforcement and paid and earned media venues.
- Provide paid media to support the Click It or Ticket enforcement campaigns.
- Provide paid overtime for law enforcement to enforce seat belt laws throughout the year and not just during national campaigns.
- Combine DUI and seat belt enforcement events throughout the year.
- Provide training to law enforcement officers, firefighters and first responders statewide on Nevada seat belt and child restraint laws, proper car seat use and the availability of local resources.
- Continue to provide public education programs and partner with other traffic safety advocates on safety belts, child passenger safety, proper seating and the use of child restraints.
- Conduct and disseminate statistics, public opinion, and awareness surveys to determine:
 - Front seat daytime observed seat belt use.
 - Public opinion and attitude regarding occupant protection laws and seat belt usage.
 - Public awareness of media and enforcement campaigns.



- Continue data collection, analysis and integration to (1) identify the discrepancies between restraint use rates observed in observational surveys and crash data; and (2) understand the characteristics of restraint non-wearing or part-time wearing individuals who increase their risk of involvement in crashes, the severity of which may be increased due to their lack of restraint use.
- Enhance public education to population groups with lower than average restraint use.
- Provide traffic safety-related education to both local and visiting motorists.

NHTSA conducted an Assessment of Nevada's Occupant Protection Program in July 2014. Major recommendations from this report are being considered during the current phase of updating the SHSP for 2016-2020.

Performance Goal

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

Funding Source

See funding sources for projects TS-2016-UNLV-00014, TS-2016-NVOTS 658-00083, 00081, 00110 and 00095 on page 113.

Related Projects

TS-2016-NVOTS 658-00083—Nevada Office of Traffic Safety—Program Management-Joining Forces

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

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

TS-2016-NVOTS 658-00081—Nevada Office of Traffic Safety—Program Management-Occupant Protection

Funding Source: 405(b)

This project will provide resources to facilitate occupant protection countermeasures and projects to increase seat belt usage by all vehicle occupants. The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant award provides funding for the management and operating costs for the DPS-OTS occupant protection program of the FFY 2016 Highway Safety Plan.

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

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety—Media & Marketing/PR Outreach

Funding Source: NDOT – 21

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safer. Still, in 2013 an estimated 266 people were killed; this is up from 246 in 2011 and 261 in 2012. Many of these deaths can be directly traced to people choosing non-safe driving, riding or walking behaviors on the road. One of the six critical problem areas in Nevada's SHSP is how to increase seat belt usage. Although the annual 2013 observational survey indicated 94 percent seat belt usage by Nevadans, with the state's usage rate being > 90 percent for over five years in a row, 50 percent of the state's motor vehicle fatalities continue to be unbuckled. There is a distinct disparity between the observations of, and the reality of, crash seat belt usage. Therefore, the need to educate the public about these dangers and about the virtues of making the right choices in buckling up is as important as ever. Consistent messaging under the Zero Fatalities campaign on safe driving behaviors also helps to educate tourists and new citizens to the state on traffic laws and safe choices.

TS-2016-NVOTS 658-00095—Nevada Office of Traffic Safety—Joining Forces

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

Joining Forces, the state's multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement (HVE) events for problem areas identified within the SHSP, including seat belt usage, for over a decade. Since its inception in 2002, the program has been a key factor in increasing the observed seat belt usage of Nevada annually, from 74 percent in 2003 to 94 percent in 2013. As one of the six critical emphasis areas of Nevada's SHSP, this portion of the project will support both the May and November Click it or Ticket HVE events in Nevada during 2016, and any other grant-funded seat belt enforcement events throughout the year; each and every HVE event focuses on occupant protection, regardless of the main focus of the JF campaign, as seat belt usage is the easiest and most effective way to prevent injury or death from a crash.

TS-2016-UNLV-00014—Board of Regents, Nevada System of Higher Education, obo UNLV—

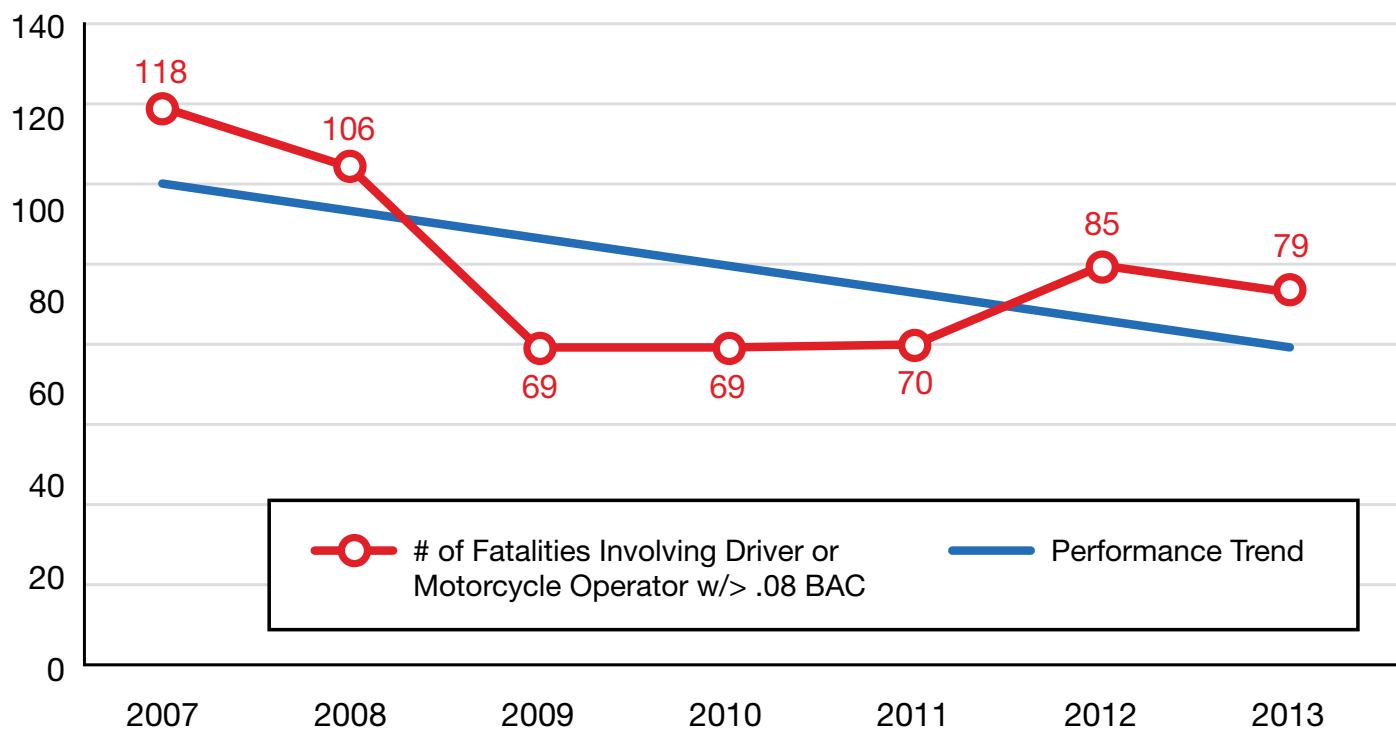
Observational Seat Belt Use Survey

Funding Source: 405(b)

UNLV-TRC has conducted Nevada's official observational survey of seat belt use for over a decade. The project goal is to determine the rate of daytime seat belt use by motorists across Nevada in 2016 per required federal methodology. The results also serve to measure the effectiveness of occupant protection campaigns promoting seat belt usage sponsored by the Office of Traffic Safety in conjunction with those sponsored by National Highway Traffic Safety Administration (NHTSA). The study is based on field observation of seat belt usage rates at identified locations across the state before and after the May "Click it or Ticket" HVE campaign.

PERFORMANCE MEASURE 5

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



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

Legislation pursuing a lower “high-rate” BAC rate (from .18 to .15) and mandatory one-year BIIDs for first-time DUI offenders have failed in recent Nevada sessions; however, the state’s Traffic Safety Resource Prosecutor in the state is working with all Nevada prosecutors on how to successfully adjudicate a DUI case.

In light of the Missouri v. McNeely U.S. Supreme Court decision in 2013 and subsequent decisions by the Nevada Supreme Court, legislation has passed both houses clarifying the evidentiary requirements for blood draws in Nevada. This will eliminate any confusion for law enforcement regarding this component of DUI enforcement. Nevada’s recent Legislative Session revised statute to require search warrants before obtaining/testing a driver’s blood alcohol content level.

FY 2016 Target

Decrease the trending impaired driving fatality rate from the 2009–2013 five year moving average of 74 to only 83, by December 31, 2016.

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

Problem ID Analysis

Impaired driving fatalities have been a consistent problem in Nevada and the most common cause of motor vehicle crashes resulting in injuries and death. From 2009–2013 data, one out of every 106 drivers in Nevada was arrested for driving under the influence of impaired or a controlled or prohibited substance. This represents more than 41 impaired drivers being removed from Nevada's roadway system each day. Due to serious penalties for impaired driving under Nevada law, many cases proceed to trial. Impaired driving cases that involve crashes are especially difficult to prove because the prosecution must prove beyond a reasonable doubt that impairment led to the incident.

What: Between 2009 and 2013, there were 341 fatalities from impaired driving crashes. The type and number of vehicles included in these fatalities were primarily passenger cars, with pickup trucks running second.

Who: In 2013, 56 impaired drivers were involved in 63 impaired driving fatalities in Nevada. For 2009–2013, male drivers aged 26 to 35 were involved in most impaired driving fatalities and serious injury crashes, followed by young male drivers aged 21 to 25.

Where: Geographically, the vast majority of impaired-related fatalities were concentrated in Clark County (70 percent). Clark County is primarily urban with the City of Las Vegas as its center.

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

Why: Nevada is a 24/7 state with many people working graveyard shifts in both the gaming and mining industries. This is one contributor to drowsy and impaired driving on both rural and urban roadways resulting in single vehicle crashes. Impaired pedestrian crashes (with either the driver or pedestrian being impaired) are also over-represented in Nevada due to the 24/7-entertainment environment in the urban areas of Washoe and Clark Counties. Over half (55 percent) of the impaired fatalities occurred in single



vehicle crashes from 2009-2013, as compared to two-thirds of impaired fatalities and serious injuries involved in single-vehicle crashes for years 2008-2012. A large portion of the impaired driving serious injuries occur in single-vehicle crashes, followed closely by angle crashes. Over half the fatalities occurred in overturn crashes.

Drug impaired driving also represents a challenge for all segments of the Nevada Criminal Justice System. Most law enforcement officers with traffic enforcement duties have little or no training in recognizing a drug impaired driver. All basic police academies are required to provide the NHTSA 24 hour Standardized Field Sobriety Testing course or its equivalent, but that only teaches how to measure impairment, and how to recognize alcohol impaired drivers and driving patterns. Some officers have received the Advanced Roadside Impaired Driving Education (ARIDE) course and even fewer have completed Drug Recognition Expert (DRE) certification. In most cases the officers know that the person is impaired but when the impairment does not correspond to the measured blood alcohol level, most officers do not know how to proceed beyond having a blood sample taken and tested for "drugs".

Labs can do a standard screen for the most commonly encountered drugs, but that still leaves many possibilities unaccounted for. This problem will continue to grow as the number of drugs increase and their capacity for impairment is unknown.

Nevada lacks a centralized impaired driver training program for law enforcement. Because of that, it is up to the individual law enforcement agencies to provide the desired or available training on drug impaired driving. Although agencies would like to provide that training, there are many worthy training topics that must compete for valuable and rare training time. Nevada does have a State DRE Coordinator who provides regulatory oversight of SFST/DRE Instructor certification.

Once a case makes it past the initial arrest, it still faces several hurdles. Most misdemeanor level prosecutors have little in the way of specialized training in prosecuting DUI drug cases. In addition, officers lack the training to testify as to why the results may have differed from their initial estimations and the prosecutors lack the training to solicit the explanatory questions. Judges are left with no choice but to find an impaired defendant not guilty. Not because the defendant wasn't impaired, but because the prosecutor could not provide the exact reason for the impairment as verified by a laboratory.

It is reasonable to believe that the drug impaired driving challenge in Nevada will only continue. Although Nevada has had a provision in State Law for the use of "medical" marijuana for nearly a decade, not until the summer of 2015 will Nevada have commercial growers and dispensaries that make legal marijuana available. In the two years since the passage of the legislation, the number of medical marijuana card holders in Nevada has tripled. This, in conjunction with the legalization of recreational marijuana in other western states, may contribute to an increase in impaired driving arrests and crashes due to marijuana impairment.



Countermeasure Strategy

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

Chapter 1: Alcohol Impaired and Drugged Driving

Chapter 6: Young Drivers

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

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

Funding Source

See also funding sources for projects TS-2016-NYE Comm-00007, TS-2016-Frontier Community Coalition-00097, TS-2016-DAS DUI Diversion-00027, TS-2016-CC District Court-00023, TS-2016-WC 2nd Jud Ct-00058, TS-2016-LVJC-00009, TS-2016-DPS NHP-00050, TS-2016-UNR-00043, TS-2016-LVMPD-00004, TS-2016-NVOTS 658-00083, 00082, 00110, 00095, 00090, 00088, 00089, 00109 and 00108 on page 113.

Related Projects

TS-2016-NVOTS 658-00083—Nevada Office of Traffic Safety—Program Management-Joining Forces

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

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

TS-2016-NVOTS 658-00082—Nevada Office of Traffic Safety—Program Management-Impaired Driving

Funding Source: 405(d)

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

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

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety—Media & Marketing/PR Outreach

Funding Source: NDOT – 21

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safer. Still, in 2013, 266 people were killed; this is up from 246 in 2011 and 261 in 2012. Many of these deaths can be directly traced to people choosing non-safe driving, riding or walking behaviors on the road. One of the six critical problem areas in Nevada's SHSP is reducing incidences of impaired driving.

TS-2016-NVOTS 658-00095—Nevada Office of Traffic Safety—Joining Forces

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

Joining Forces, the state's multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement (HVE) events for problem areas identified within the SHSP, including impaired-related driving, for over a decade. Since its inception in 2002, the program has been a key factor in increasing the observed seat belt usage of Nevada annually, from 74 percent in 2003 to 94 percent in 2013. As one of the six critical emphasis areas of Nevada's SHSP, this portion of the project will support both the December and Labor Day national HVE events in Nevada during 2016, and any other grant-funded impaired enforcement events throughout the year.

TS-2016-NVOTS 658-00090—Nevada Office of Traffic Safety—CMI Intoxilizer-Software & Maintenance**Funding Source: 405(d)**

This grant project will provide funding for ongoing maintenance of the State-owned evidentiary breath test devices, and the annual renewal of database software for lab tests and other miscellaneous items. With the conversion of the evidentiary breath test devices to being state-owned (from forensic lab-owned three years ago), it is now necessary for OTS to have an ongoing project for maintenance of the devices and software licenses for the test database. These costs are estimated to be less than \$10,000 per year.

TS-2016-NVOTS 658-00088—Nevada Office of Traffic Safety—Impaired Driving- Judicial Training and Professional Training**Funding Source: 405(d)**

Impaired Driving is a constantly changing challenge for all involved in reducing and eliminating this cause of fatalities and injuries on Nevada roadways. Throughout the year, many opportunities arise to further the development of those working to reduce the incidence of impaired driving. These opportunities can include prevention, intervention, recidivism, adjudication, sentencing options and training that has proven effective.

Along with judicial outreach and professional development, this project may support the Traffic Safety Resource Prosecutor (TSRP) in both out-of-state and in-state seminars and workshops, in preparation of reference material for and training of Nevada Prosecutors on successful adjudication of impaired driving offenses.

TS-2016-NVOTS 658-00089—Nevada Office of Traffic Safety—Traffic Safety Resource**Prosecutor (TSRP)****Funding Source: 405(d)**

Impaired Driving is a constantly changing challenge for all involved in reducing and eliminating this cause of fatalities and injuries on Nevada roadways. Throughout the year many opportunities arise to further the development of those working to reduce impaired driving. These can include prevention, intervention, recidivism, adjudication, and sentencing options that have proven effective.

This project will support a Traffic Safety Resource Prosecutor (TSRP)'s travel and other direct cost needs in relation to seminars, workshops, preparation of reference material, and to provide adjudication of DUI case-training to the members of the Nevada Prosecutors Association.

TS-2016-UNR-00043—Board of Regents, Nevada System of Higher Education—Do the Ride Thing**Funding Source: 405(d)**

The project will utilize law enforcement activities and joint traffic safety education/awareness events with UNR's Police Department, Students, and the Davidson Academy. For impaired driving prevention, this project will concentrate on reducing the incidences of impaired driving by young adults and students, by providing information on alternate forms of transportation and encouraging the use of designated drivers. Information is made available at sporting events and other special events at the university. Support efforts are solicited from alcohol outlets and other stakeholders near the campus and surrounding vicinity.

TS-2016-NVOTS- 658-00109—Nevada Office of Traffic Safety—24/7 Impaired Driving Implementation

Funding Source: 405(d)

This project will fund implementation of a pilot program at one court in Washoe County of the 24/7 Sobriety Program for pre-trial DUI defendants and DUI offenders as part of their sentence. This project will focus on reducing arrests for DUI while awaiting trial and reducing recidivism among DUI offenders. Outcomes of the project will be used to determine feasibility of expanding beyond the pilot court to other courts in Nevada.

TS-2016-NVOTS- 658-00108—Nevada Office of Traffic Safety—DPS Training Division: ARIDE

Funding Source: 405(d)

This project will increase available opportunities for law enforcement officers in NV to obtain Advanced Roadside Impaired Driving Enforcement (ARIDE) training and certification, contract with ARIDE instructors, obtain class space and course materials and ensure that all NV law enforcement agencies (LEA's) know of its availability.

TS-2016-LVMPD-00004—Las Vegas Metropolitan Police Department—DUI Van Program

Funding Source: 405(d)

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

In 2014, the LVMPD Traffic Bureau fielded the two DUI vans 65 times, assisting with 250 DUI enforcement events. The vans were used at each of the eight DUI checkpoints, as well as being deployed by LVMPD Traffic enforcement squads throughout the year. As a high profile public relations tool, and a reminder of the risks of impaired driving, the DUI van is also used in conjunction with the “Every 15 Minutes” program (underage drinking awareness), as well as used for appearances at local schools, safety fairs and public events, where traffic safety issues are discussed.

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

TS-2016-DPS NHP-00050—DPS-Nevada Highway Patrol—DUI Enforcement Saturation Patrols

Funding Source: 405(d)

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

TS-2016-LVJC-00009—Las Vegas Justice Courts—Las Vegas Justice DUI Court

Funding Source: 405(d)

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

TS-2016-WC 2nd Jud Ct-00058—Washoe County Second Judicial District Court—Felony DUI Court

Funding Source: 405(d)

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

TS-2016-CC District Court-00023—Carson City District Court—Felony DUI Court

Funding Source: 405(d)

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

TS-2016-DAS DUI Diversion-00027—Douglas County Alternative Sentencing—Douglas County DUI Diversion Program

Funding Source: 405(d)

Nevada had a high rate of alcohol-related fatalities a few years ago at 37 percent. Driver impairment is one of the SHSP's six critical emphasis areas. This project helps to sustain the Douglas County court's DUI Diversion Program, which addresses the underlying cause of recidivism of drug and/or alcohol dependencies related to DUI arrests. In addressing drug/alcohol dependency, the program consists of a judicial component, treatment component, DUI Case Manager, and supervision component for monitoring the defendant's behavior. The DUI Court utilizes the 10 key components of an evidence-based treatment modality sponsored by the National Center for DWI Courts. Without the program, the defendants would be incarcerated in prison and would not have the opportunity to address rehabilitation with their substance abuse issues, only perpetuating the problem. This project primarily funds the DUI case manager position.

TS-2016-Frontier Community Coalition-00007—Tri-County—Impaired Driving Awareness Program

Funding Source: 405(d)

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

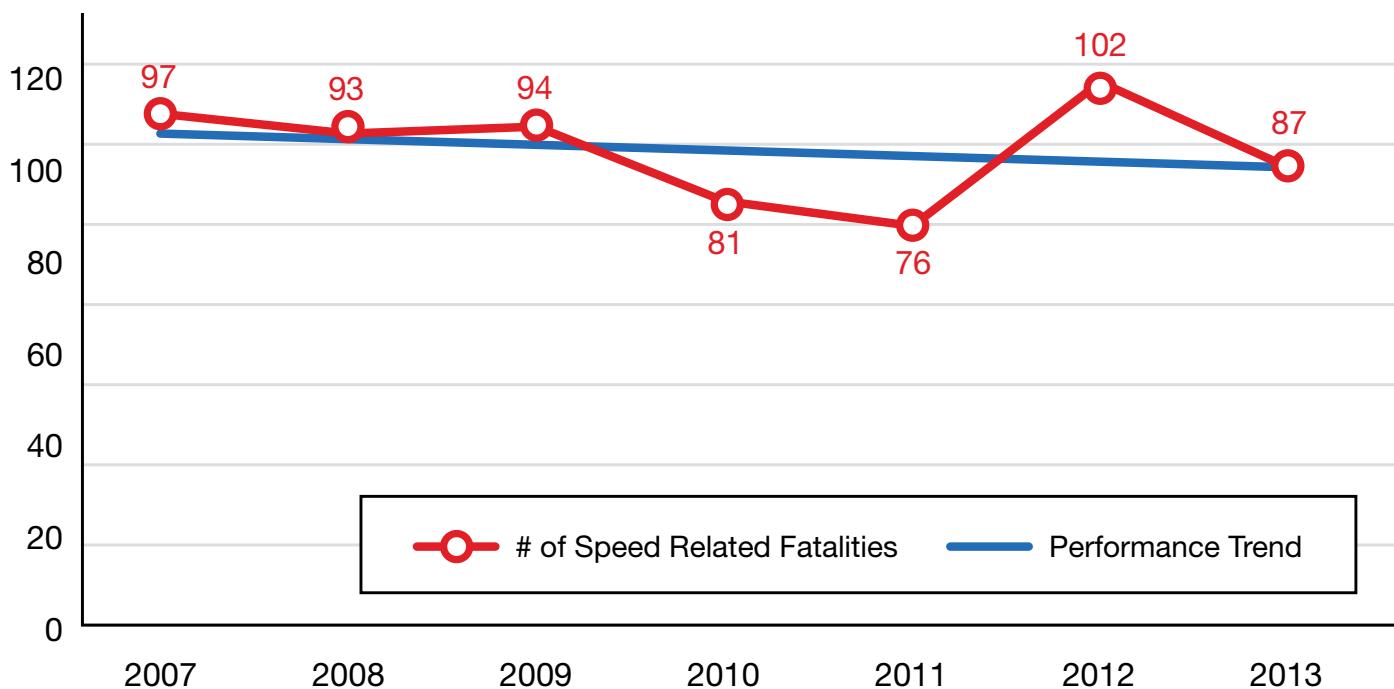
TS-2016-NYE Comm-00097—Nye Communities Coalition—Impaired Driving Prevention

Funding Source: 405(d)

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

PERFORMANCE MEASURE 6

SPEEDING RELATED FATALITIES



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2016 Target

Decrease the trending speed-related fatality rate from the 2009-2013 five-year moving average of 88 to only 92 by December 31, 2016.



Problem ID Analysis

Total Fatalities

Year	Population	Total	Motor Vehicle Occupants	Motorcycles	Pedestrians	Bicycles	Impaired	100M Vehicle Miles Traveled	Speeding
2004	2,410,769	395	262	52	60	14	112	0.55	135
2005	2,518,870	427	283	56	63	10	135	0.65	160
2006	2,623,050	432	312	50	51	10	144	0.66	159
2007	2,718,336	373	254	51	52	10	118	0.53	97
2008	2,738,733	324	196	59	56	7	106	0.51	93
2009	2,711,206	243	150	42	35	6	69	0.33	94
2010	2,724,634	257	160	48	36	6	69	0.33	81
2011	2,721,794	246	137	41	46	4	70	0.31	76
2012	2,750,217	261	148	43	55	3	85	0.37	102
2013	2,783,383	266	123	57	65	7	79	0.34	87

Speed has consistently been an indicator in serious and fatal crashes in Nevada, represented at least 33 percent of causation for the past decade. It is also the most common traffic violation issued by Nevada law enforcement agencies during grant-funded highly visible enforcement events conducted by the Joining Forces program. The state's evidence-based enforcement plan (Joining Forces program) requires all participating agencies to review their local jurisdiction's crash and citation data on a continual basis in determining the site locations for stepped-up enforcement of traffic laws in their jurisdiction. For instance, this recent data review led to three additional pedestrian enforcement events being conducted in early CY2015 as pedestrian crashes had spiked significantly in Nevada's urban areas in a few short months.

What: Between 2009 and 2013, there were 197 fatal speeding-related crashes on Nevada roadways. The type and number of vehicles involved were:

- Passenger cars - 89
- Pick-up trucks - 25
- Motorcycles - 45
- Large Trucks - 2
- Other vehicles - 5
- SUV - 31

Who: Between 2009 and 2013, 197 speed-related fatal crashes took place. In 2013, 97 speed related crashes occurred, 54 of those speeding drivers survived the fatal crash with the remaining 43 drivers killed along with 17 passengers. Of the 97 speeding drivers, 85 were male. The 20- to 24-age group had the highest number of speeding related fatalities. Approximately 64 drivers had valid Nevada licenses; 19 were out of state and 14 had a suspended, revoked, or non-valid driver's license.

Where: More than 80 percent of speeding-related fatalities between 2009 and 2013 occurred in three counties:

- Clark County - 135
- Elko County - 11
- Nye County - 8

When: Speed is a contributing factor in a majority of lane departure and intersection crashes. Fifty-seven percent of the lane departure and intersection fatal and injury crashes occur during daylight hours, and between Friday and Saturday.

Why: Speed is a contributing factor in urban and rural, intersection and lane departure crashes. Nine out of 10 lane departure fatalities and serious injuries occur under dry road surface conditions. With the long expanse of lonely highway between communities with 70+ mph speed limits, boredom, distraction and/or fatigue play a part in these roadway crashes. As well, the multi-lane arterials in Las Vegas with an average 45 mph limit contribute to speed being a factor in a majority of fatalities and serious injuries in Clark County.

Countermeasure Strategies

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

- Chapter 2 – Seat Belts and Child Restraints
- Chapter 3 – Aggressive Driving and Speeding
- Chapter 5 – Motorcycle Safety
- Chapter 6 – Young Drivers

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



Performance Goal

- Per the state's evidence-based enforcement plan, to promote consistent and multi-jurisdictional traffic enforcement of safety belt, impaired, distracted driving, pedestrian safety, and speeding laws by providing support and resources to Nevada's law enforcement agencies
- Per the state's evidence-based enforcement plan and the Strategic Highway Safety Plan (SHSP), to decrease Nevada's traffic fatality rate per 100M vehicle miles traveled (VMT) from the 2009 to 2013 five-year rolling average of 1.14 to 1.02 by December 31, 2016.

Funding Source

See also funding source for projects TS-2016-RPD-00068, TS-2016-EuCSO-00028, TS-2016-StCSO-00101, TS-2016-NVOTS 658-00083 and 00095 on page 113.

Related Projects

TS-2016-NVOTS 658-00083—Nevada Office of Traffic Safety—Program Management-Joining Forces

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

The Nevada Office of Traffic Safety will encumber and manage the fiscal resources necessary to provide staff time and operational needs of OTS that relate directly to planning, developing, coordinating, conducting, monitoring, evaluating, and auditing of police traffic and speed/enforcement projects within those program areas. This grant provides funds for direct program management and direct costs incurred for the programs by professional and administrative staff.

TS-2016-NVOTS 658-00095—Nevada Office of Traffic Safety—Joining Forces

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

Joining Forces, the state's multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement (HVE) events for problem areas identified within the SHSP, including seat belt usage, for over a decade. Since its inception in 2002, the program has been a key factor in increasing the observed seat belt usage of Nevada annually, from 74 percent in 2003 to 94 percent in 2013. As one of the six critical emphasis areas of Nevada's SHSP, this portion of the project supports the national HVE campaigns in Nevada during 2016, and any other grant-funded enforcement events throughout the year, with a scheduled opportunity of at least one campaign per month. Speed is the most common violation cited during any Joining Forces traffic enforcement campaign, regardless of focus area.

TS-2016-StCSO-00101—Storey County Sheriff's Office—“ProLaser” Radar Units

Funding Source: 402

The northern area of Storey County is growing rapidly within the Tahoe Reno Industrial Park with employee populations increasing by the thousands each year. Within the prior year, employee population grew at a minimum of 2,000 persons and is expected to increase by another 2,000 within months. Storey County has recently hired three new deputies and anticipates three more by July of 2015. With the increase, the agency has purchased new patrol vehicles to outfit those new deputies and replace decommissioned vehicles. Since not all vehicles are being replaced, the need for new equipment is necessary. This project will provide necessary radars to properly equip two vehicles.

TS-2016-EuCSO-00028—Eureka County Sheriff's Office—Radar Units

Funding Source: 402

The Eureka County Sheriff's Office needs to equip three patrol vehicles with radar units. This will enable officers while on duty to enforce traffic control and safety within Eureka County. Radar units that are currently being utilized are antiquated and not easily repaired or calibrated.

TS-2016-RPD-00068— Reno Police Department —Faro Focus 3D-X330 Laser

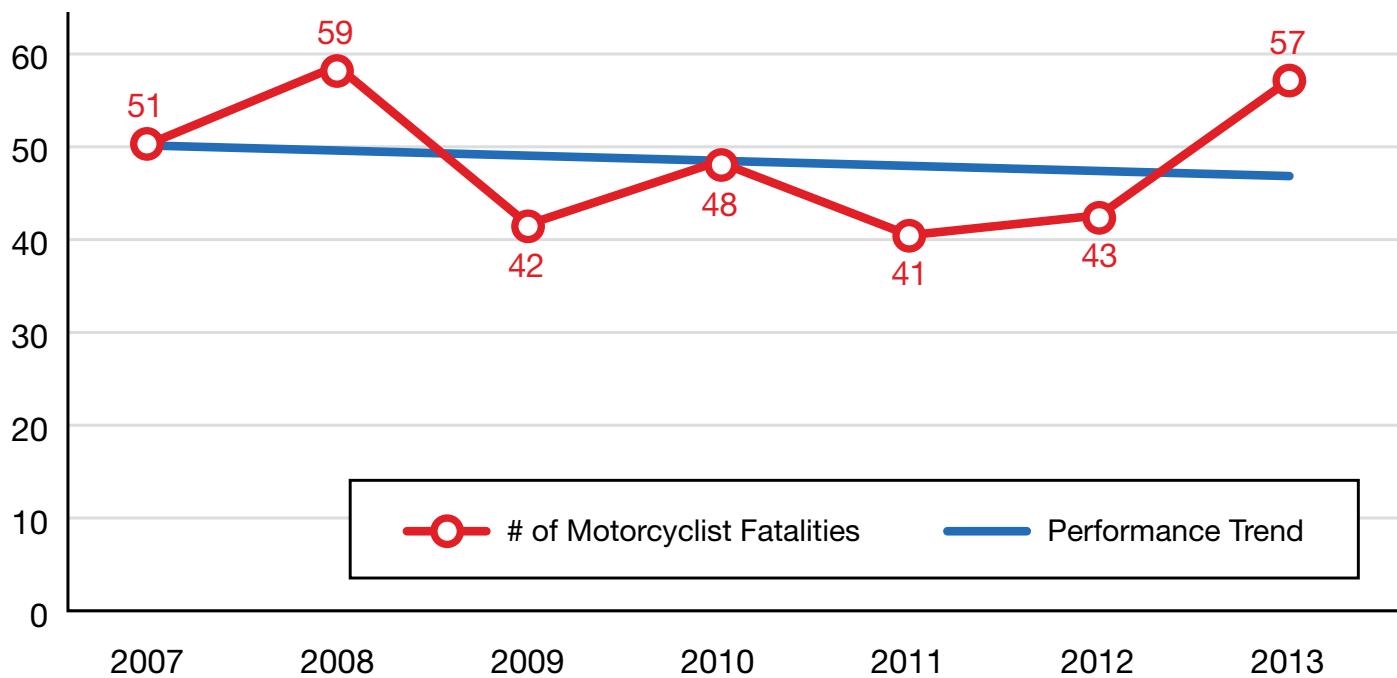
Funding Source: 405(c)

Size of the crash scene is often a factor in motor vehicle crashes as the scenes can involve long stretches of roadway, shoulders, ditches, and drop offs. At a typical scene, law enforcement officers must decide which parts of the scene are relevant to their case; what to photograph, what to measure, and what to collect. This typically involves using traditional tools such as tape measures, measuring wheels, still and video cameras, and Total Robotic Stations to capture location images of vehicles, roadway, and many other details of surrounding objects.

This program would fund Faro technology equipment that would allow law enforcement officers to fully document a motor vehicle crash scene, not only as a dimensionally correct diagram but also the three-dimensional visual recreation of the scene often required for analysis and/or adjudication needs.

PERFORMANCE MEASURE 7

NUMBER OF MOTORCYCLIST FATALITIES



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2016 Target

Decrease the trending motorcyclist fatality rate from the 2009-2013 five-year moving average of 46 to only 54 by December 31, 2016.

Problem ID Analysis

What: Between 2009 and 2013, there were 243 motorcyclists fatalities and 1,090 serious injuries on Nevada roadways. After reaching a low of 41 fatalities in 2011, fatalities in 2012 rose to 43 and then spiked to 57 in 2013. Although 2014 fatality numbers are preliminary, results show motorcycle fatalities spiked even higher to 63 in 2014.

Nevada Motorcyclist Fatalities Per 100,000 Registered Motorcycles

Year	Motorcyclist Fatalities	Total Motorcycle Registrations	Motorcyclist Fatalities Per 100,000 Motorcycle Registrations
2009	42	68,738	61.10
2010	48	66,665	72.00
2011	41	68,976	59.44
2012	43	69,641	61.75
2013	57	70,675	80.65

Who: Younger male drivers (16-25) are most likely to be involved in motorcycle fatalities and serious injuries. The most common age group for crashes is 16-25 who incur 21.5 percent of all fatal crashes, followed by the 26-35 age group with 18.6 percent.

Since 2010 there has been an unusually sharp increase in fatalities in the age group 20-29. From a low of 13 percent of the total number of fatalities in 2010, the 20-29 age group represented 40 percent of the total motorcycle fatalities in 2013.

Moped rider fatalities are included in the total number of motorcycle fatalities. In 2012 moped rider fatalities were 9.5 percent of total motorcycle fatalities and were 6.9 percent of total motorcycle fatalities in 2013. Preliminary 2014 data indicates moped fatalities were 12.7 percent of total motorcycle fatalities. In 2013 all of the five moped fatalities in the State occurred in Clark County.

Approximately 26 percent of motorcycle riders in fatal motorcycle crashes were not properly licensed.

Nevada Motorcycle Fatalities by Age

Year	<20	20–29	30–39	40–49	50–59	>59	Total
2009	0	11	10	8	9	4	42
2010	3	6	11	10	12	6	48
2011	1	13	6	8	9	4	41
2012	2	15	3	5	8	10	43
2013	5	23	9	4	5	11	57

Where: In 2013 77.8 percent of Nevada motorcycle fatalities occurred in Clark County, the most populated and urban county in Nevada. Washoe County, the next largest, had six fatalities representing 11.1 percent of the total fatalities. The remaining 15 counties in the state had a combined total of six fatalities.

Nevada Motorcyclist Fatalities by County

County Name	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Carson City	2	1	1	1	0	3.61	1.81	1.83	1.83	0.00
Churchill County	0	2	0	0	1	0.00	8.07	0.00	0.00	4.16
Clark County	34	32	25	29	45	1.75	1.64	1.27	1.45	2.22
Douglas County	1	2	1	1	0	2.13	4.25	2.13	2.13	0.00
Elko County	1	0	2	1	0	2.06	0.00	4.05	1.96	0.00
Esmeralda County	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Eureka County	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Humboldt County	0	1	0	1	0	0.00	6.02	0.00	5.86	0.00
Lander County	0	0	2	1	0	0.00	0.00	34.29	16.93	0.00
Lincoln County	0	1	1	0	1	0.00	18.64	18.98	0.00	19.07
Lyon County	1	1	0	1	1	1.93	1.92	0.00	1.95	1.94
Mineral County	0	0	0	0	1	0.00	0.00	0.00	0.00	21.67
Nye County	0	4	3	0	2	0.00	9.12	6.93	0.00	4.73
Pershing County	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Storey County	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00
Washoe County	1	4	6	7	6	0.24	0.95	1.41	1.63	1.38
White Pine County	2	0	0	1	0	20.20	0.00	0.00	9.99	0.00
Total	42	48	41	43	57	1.55	1.76	1.51	1.56	2.05

When: The two highest months for motorcycle crashes are September with 11.1 percent of motorcycle crashes and May with 10.5 percent.

The highest crash days are Fridays and Saturdays with close to 17 percent of the total each day.

Highest crash times in the day are 3 p.m. thru 6 p.m. followed by noon thru 3 p.m. 67.4 percent of crashes occur in daylight.

Why: 42.2 percent of fatal injury crashes were angle crashes which is indicative of intersection crashes. 35.8 percent of fatal injury crashes were non-collision crashes.

In a UNLV statistical analysis of 2010-2012 motorcycle crashes it was reported that speeding is a significant factor in crashes which may be an indicator of the amount of risky behavior among riders in general.

Impaired riding continues to be a large factor in motorcycle fatalities. In 2013 31.6 percent of motorcycle rider fatalities had a BAC greater than .08 and 24.6 percent showed drugs in their system. Of those that showed drugs, THC was the predominate substance.

Approximately 26 percent of the motorcycle riders in fatal motorcycle crashes were not properly licensed.

Performance Goal(s)

- Decrease the number of motorcyclist fatalities from 42 in 2012 to 36 by December 31, 2016.
- Decrease the percentage of un-helmeted fatalities from a three-year average of 7.87 percent to 5 percent by calendar year end 2016

Strategies

The Office of Traffic Safety hosted a NHTSA Assessment of its motorcycle safety program in November, 2011. Many recommendations have already been acted upon. A key recommendation was to develop a coalition of motorcycle safety advocates to review and identify new strategies and safety countermeasures to reduce fatalities and serious crashes in Nevada.

On September 16, 2014 the Nevada Executive Committee on Traffic Safety approved the addition of the Motorcycle Critical Emphasis Area (CEA) to the Strategic Highway Safety Plan. This CEA Team is serving as the Nevada motorcycle coalition. The multi disciplinary team is currently working to review and identify strategies and action plans to address motorcyclist fatalities and serious injuries.

During the 2015 biennial Nevada Safety Summit hosted by NDOT and OTS, motorcycle safety advocates identified five main strategies to focus on in the coming year. Guidance to help determine these strategies was the NCHRP Report 500, A Guide for Addressing Collisions Involving Motorcycles. The primary strategies to be used in the upcoming year are:

1. Increase Awareness of Motorcyclists (Sharing the Road)
2. Reduce the numbers of Unlicensed/Untrained motorcyclists
3. Reduce Impaired Riding crashes and fatalities
4. Reduce the severity of crashes
5. Increase motorcyclist's Safety Awareness



Countermeasure Strategy

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

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

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

Funding Source

In response to the public's demand for affordable motorcycle rider education, the State of Nevada enacted legislation charging the Department of Public Safety (DPS) with the responsibility for developing and implementing the Nevada Rider Motorcycle Safety Programs. The DPS Director has selected the Office of Traffic Safety to develop, administer, and manage the overall program. The Program exists under the authority of Nevada Revised Statutes 486.370 through 486.377.

The motorcycle safety program is advertised to the public under the name Nevada Rider Motorcycle Safety Program, as a comprehensive Motorcycle Safety Program aimed toward educating and training motorcyclists and increasing awareness of motorcycles by other road users. The Program's focus areas and priorities are:

1. Motorcycle Operation Training for the public
2. Public Awareness
3. Motorcycle Operator Licensing Examiner Certification

The Program also consults with the Governor's Advisory Board on Motorcycle Safety for advice and assistance in maintaining the administration and content of the Program. The mission statement of the Advisory Board is:

To provide guidance, instruction, and direction to the Nevada Rider Program to ensure that the residents of the State of Nevada have the opportunity to receive high quality motorcycle programs, presented by well-trained, high quality, ethical instructors. All Nevada motorists will be aware of the presence of motorcycles on the roads of Nevada and additionally be aware of the availability of the program for all who wish such training. Additionally, the Board will promote and monitor the training and guide the fiscal activities to safeguard the quality of the program.



The Nevada Rider Program is housed in the Office of Traffic Safety, and is primarily state fee-based: \$6.00 per motorcycle registration. The state's 2014 budget for the program was \$663,000. Paid and earned media campaigns are supplemented with federal grant funds as well, to increase awareness among both motorcyclists and motorists on the road.

See funding source for projects TS-2016-NVOTS 658-00076, and 00110 on page 113.

Related Projects

TS-2016-NVOTS 658-00076—Nevada Office of Traffic Safety—Program Management-Motorcycle Safety Funding Source: 2010

The Nevada Rider program is the state's motorcycle safety program, and it receives fee-based funds from the Nevada DMV to sustain its budget. There is not a large reserve balance, however, in this state budget; Nevada's overall budget was seriously in deficit over the past six years, and the State's 2011 Legislative Session "swept," or revised legislation to allow the transfer of this motorcycle program's funds to the state's general funds, as needed.

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

Nevada's 78th Legislative Session of 2015 revised the statute that authorizes the Motorcycle Safety Program, to remove the ability for future legislators to 'sweep' its reserve funds; they can ONLY be spent on the program itself.

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety—Public Outreach and Media Funding Source: NDOT – 21

In tandem with the Joining Forces HVE campaigns, paid and earned media are conducted throughout the year to reinforce the message regarding safe driving behaviors. The goal for marketing and media in Nevada is to raise awareness of the need to change poor driver behaviors and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. The Office of Traffic Safety (OTS) will develop and publish behavior-altering public traffic safety announcements and messaging that address:

1. impaired driving
2. safety belt usage
3. pedestrian safety
4. motorcycle safety
5. distracted driving
6. excessive speed

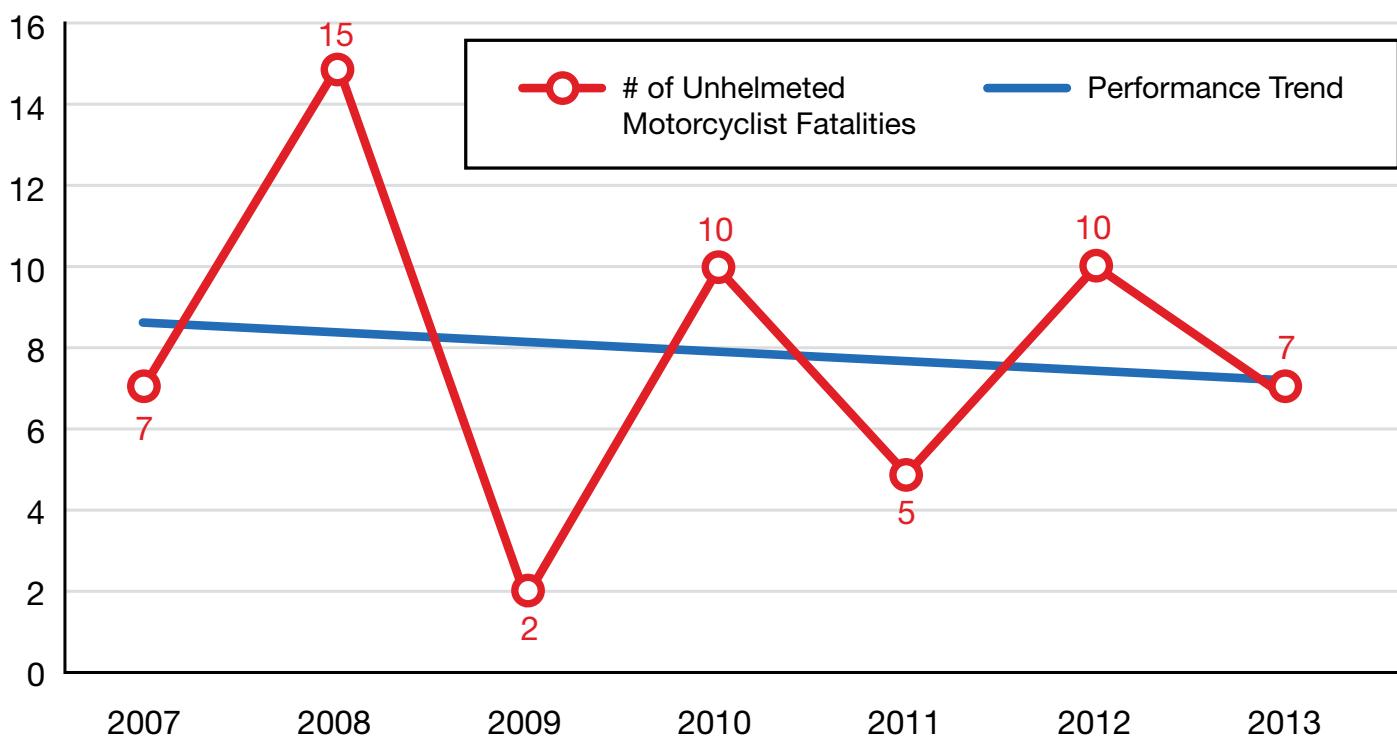
All campaigns are part of and support the state's "Zero Fatalities" mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada.

Each campaign focuses on the goal of each individual program priority (i.e., Occupant Protection, Impaired Driving, Pedestrian Safety, Motorcycle Safety, and Distracted Driving). Campaigns will include TV, radio,

online, cinema, outdoor media, outreach, and educational materials when appropriate per campaign and target audience. These impactful safety messages will air in the media in tandem with Nevada's 2016 "Joining Forces" high-visibility enforcement events. OTS also partners with Strategic Highway Safety Plan (SHSP) partners and other traffic safety advocates to saturate the media with educational, life-changing, effective traffic safety messages that support SHSP strategies.

PERFORMANCE MEASURE 8

NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2016 Target

Decrease the trending un-helmeted motorcycle fatality rate from the 2009-2013 five-year moving average of 6.8 to only 6.9 by December 31, 2016.

Problem ID Analysis

What: Between 2009 and 2013 there were 34 un-helmeted fatalities.

Nevada Motorcyclist Fatalities by Helmet Use

Year	Total	Helmeted	Unhelmeted	Unknown Helmet Use	Percent Known Helmeted*
2009	42	39	2	1	95
2010	48	38	10	0	79
2011	41	36	5	0	88
2012	43	26	10	7	72
2013	57	48	7	2	87

Who: As with all motorcyclist fatalities, the un-helmeted fatalities are predominantly male.

FARS data includes moped rider fatalities in the total of all motorcycle fatalities; however, moped riders are an exception to Nevada's universal helmet law. Of the seven un-helmeted fatalities in 2013, two were moped riders who were not required to wear helmets.

Where: In 2013 77.8 percent of Nevada motorcycle fatalities occurred in Clark County, the most populated and urban county in Nevada. Washoe County, the next largest, had six fatalities representing 11.1 percent of the total fatalities. The remaining 15 counties in the state had a combined total of six fatalities.



Of the seven un-helmeted fatalities in 2013, five occurred in Clark County.

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

The helmet law does not extend to moped riders who represented 28.6 percent of the un-helmeted fatalities.

Performance Goal

See Performance Goals for Performance Measures 1 and 7.

Strategies

See Strategies for Performance Measures 1 and 7.



Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan (www.zerofatalitiesnv.com). Nevada also uses the cost-effective strategies documented within the National Highway Traffic Safety Administration's *Countermeasures That Work* publication. For the projects detailed under Performance Measure 8, OTS will utilize strategies outlined in the following problem-specific countermeasures:

Chapter 2: Seat Belts and Child Restraints

Chapter 5: Motorcycle Safety

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

Funding Source

See funding source for projects TS-2016-NVOTS 658-00076, and -00110 on page 113.

Related Projects

TS-2016-NVOTS 658-00076—Nevada Office of Traffic Safety—Program Management-Motorcycle Safety

Funding Source: 2010

The Nevada Rider program is the state's motorcycle safety program, and it receives fee-based funds from the Nevada DMV to sustain its budget. There is not a large reserve balance, however, in this state budget; Nevada's overall budget was seriously in deficit over the past six years, and the State's 2011 Legislative Session "swept," or revised, legislation to allow the transfer of this motorcycle program's funds to the state's general funds, as needed.

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

Nevada's 78th Legislative Session of 2015 revised the statute that authorizes the Motorcycle Safety Program, to remove the ability for future legislators to 'sweep' its reserve funds; they can ONLY be spent on the program itself.

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety—Public Outreach and Media

Funding Source: NDOT – 21

In tandem with the Joining Forces HVE campaigns, paid and earned media are conducted throughout the year to reinforce the message regarding safe driving behaviors. The goal for marketing and media in Nevada is to raise awareness of the need to change poor driver behaviors and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. The Office of Traffic Safety (OTS) will develop and publish behavior-altering public traffic safety announcements and messaging that address:

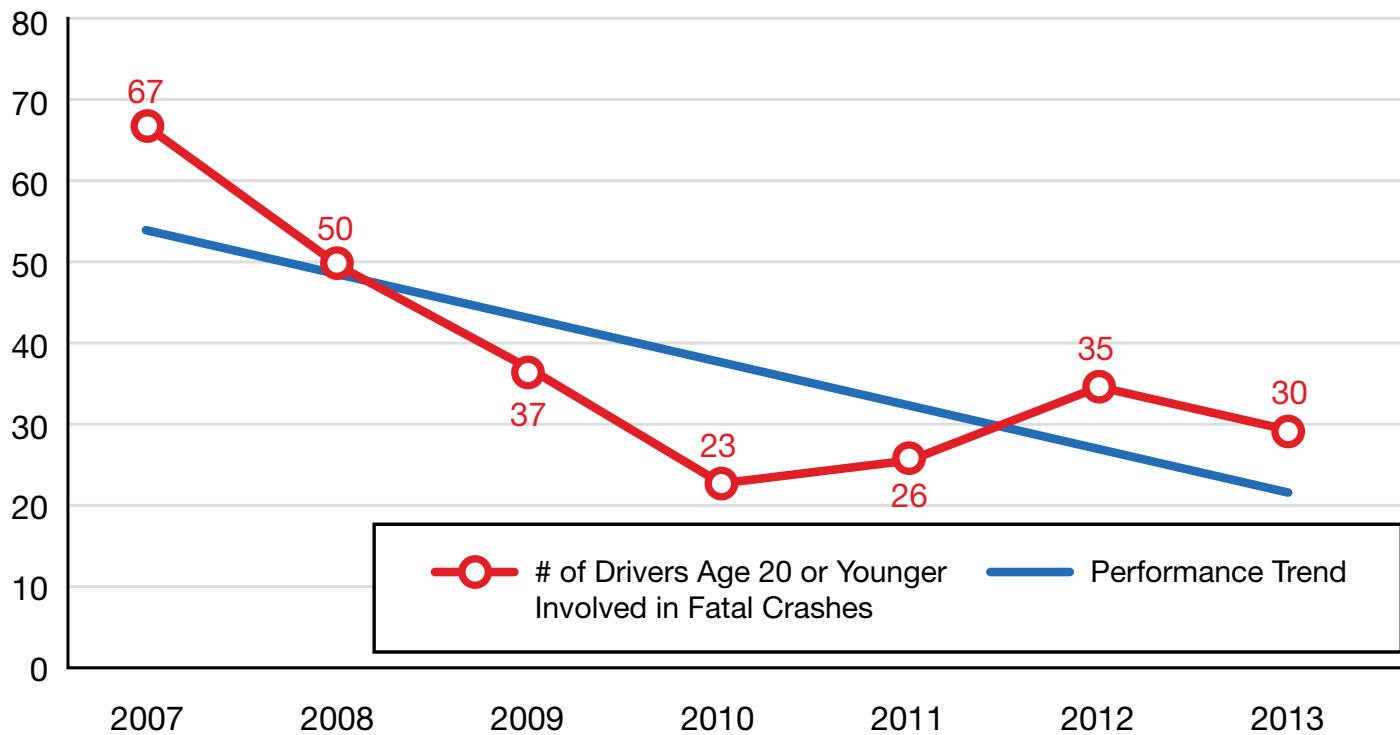
- 1) impaired driving/riding
- 2) safety belt/helmet usage
- 3) pedestrian safety
- 4) motorcycle safety
- 5) distracted driving
- 6) excessive speed

All campaigns are part of and support the state's "Zero Fatalities" mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada.

Each campaign focuses on the goal of each individual program priority (i.e., Occupant Protection, Impaired Driving, Pedestrian Safety, Motorcycle Safety, and Distracted Driving). Campaigns will include TV, radio, online, cinema, outdoor media, outreach, and educational materials when appropriate per campaign and target audience. These impactful safety messages will air in the media in tandem with Nevada's 2016 "Joining Forces" high-visibility enforcement events. OTS also partners with Strategic Highway Safety Plan (SHSP) partners and other traffic safety advocates to saturate the media with educational, life-changing, effective traffic safety messages that support SHSP strategies.

PERFORMANCE MEASURE 9

NUMBER OF DRIVERS AGE 20 OR YOUNGER IN NEVADA FATAL CRASHES



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2016 Target

Decrease the trending rate of fatal crashes involving a driver age 20 and under by 1 percent, from the 2009-2013 five-year moving average of 30 to only 34 by December 31, 2016.

Problem ID Analysis

What: From 2009 through 2013, 1,274 traffic fatalities occurred on Nevada roadways. Of those, 151 (11.9 percent) involved drivers aged 15 to 20.

Year	2009	2010	2011	2012	2013
Age 15-20	37	23	26	35	30

Who: Between 2009 and 2013, 16 motorcyclist fatalities occurred among drivers at or under 20 years old. In that same time period, 60 unrestrained fatalities occurred among vehicle occupants at or under age 20, and 31 impaired driving fatalities involved drivers ages 16 to 20. In 2013, the motor vehicle death rate for male drivers and passengers ages 15 to 20 was over three times that of their female counterparts.

Where: In 2013 83.3 percent of Nevada motor vehicle fatalities involving drivers age 15 to 20 occurred in Clark County, the most populated county in Nevada. Washoe County, the next largest by population, had two fatalities representing 6.7 percent of the total fatalities. The three remaining fatalities were in rural Douglas, Humboldt and Lincoln Counties.

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

Why: Teens are far more likely to underestimate dangerous situations, speed and distraction factors due to their inexperience. In 2013, 60 percent of motor vehicle crashes involving drivers ages 15 to 20 cited speed as a factor, 41.4 percent cited suspected alcohol and/or drug use and 24 percent indicated that the teens involved were not restrained.

Strategies

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

The project strategy for teens includes:

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

Countermeasure Strategy

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

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



Funding Source

See funding source for projects TS-2016-UNLV-00036, TS-2016-Drivers Edge-00075 and TS-2016-NVOTS 658-00111 on page 113.

Related Projects

TS-2016-NVOTS 658-00111—Nevada Office of Traffic Safety— Zero Teen Fatalities Program

Funding Source: NDOT – 21

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

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

Zero teen Fatalities uses a combination of school and classroom presentations, assemblies, administrator/educator meetings, parent presentations, driver's education classes, and other venues and events to spread awareness about teen driving issues. The program hosts a variety of competitions and challenges to encourage teens to develop and spread traffic safety messages to their classmates, friends and family members. Zero teen Fatalities also works with Driver's Edge to hold a competitive hands-on driving day with professional drivers and law enforcement partners to educate teen drivers and give them first-hand experience dealing with potentially dangerous situations.

Since the inception of this program, Nevada has reduced the number of teen roadway fatalities. This is partly due to efforts in educating teen drivers now, in their learning stages, that also helps to prevent bad driving behavior later when they become adults.

TS-2016-Drivers Edge-00075—The Payne Foundation, Inc.—Driver’s Edge-Teen Safe

Driving Program

Funding Source: NDOT – 21

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

Drivers Edge provides valuable learning time and resources to young drivers and their parents. The program specifically addresses the top three contributing factors for teens in fatal crashes: failure to maintain proper lane (speed, distraction), lack of seat belt use, and alcohol and/or drug use.

TS-2016-UNLV-00036—Board of Regents, Nevada System of Higher Education obo UNLV.—Driver’s Edge—Drivers Edge: Assessment through Smartphone App

Funding Source: 405(b)

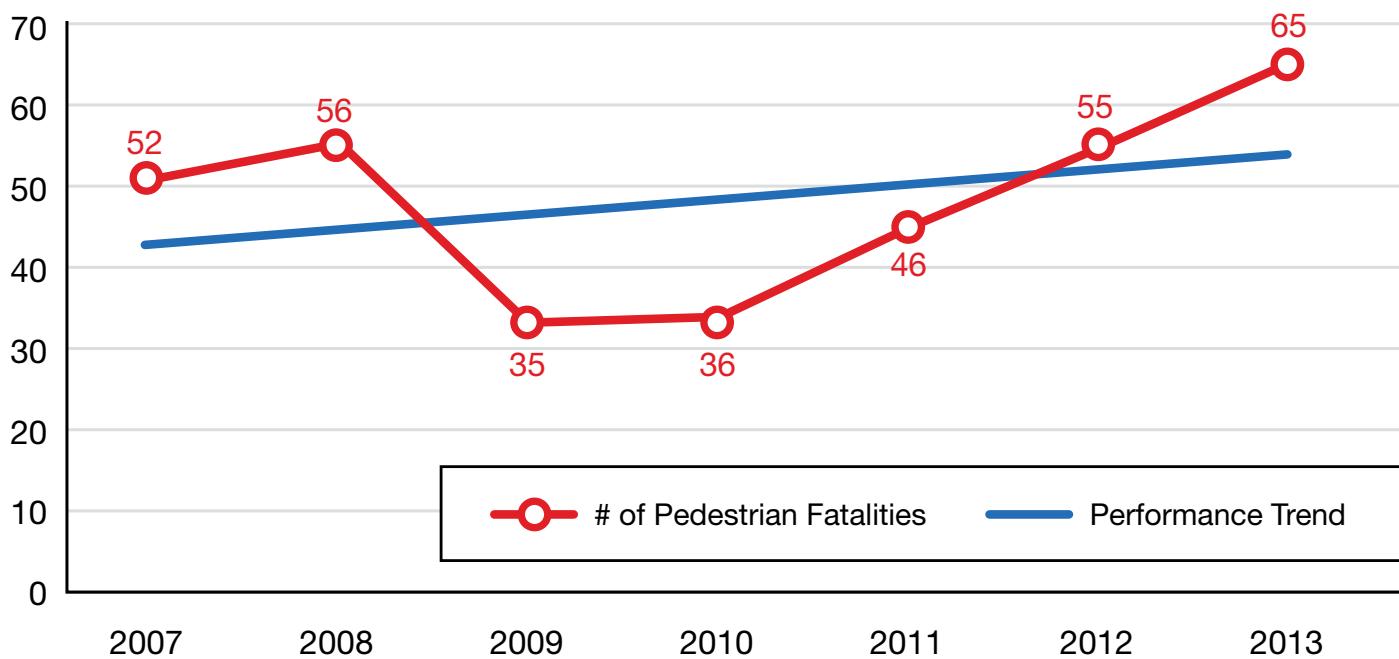
The Transportation Research Center at the University Nevada-Las Vegas (UNLV-TRC) is working on analyzing the motorcycle crash data, survey and analysis of day time seat belt data, and analysis of the Drivers Edge teen driving behavior project. There is a strong need for establishing the connections between all these pieces and developing a sophisticated model to assess ‘safety culture’ in Nevada. Efforts are being made to make the state a “Zero Fatality” state, but in a complex network like this where a lot of factors are interlinked and affect each other, an integrative and inclusive approach is needed.

This project will be a continuation of the current 2015 Drivers Edge project and will be the next phase of this Teen Driving Behavior project which involves taking key findings from the phase-I project and developing a feedback control system aiming toward Zero Fatalities. The project will also asses all the educational campaigns and outreach efforts regarding teen driving in Nevada (including Drivers Edge) to help make a strong pitch for the Teen Driving Safety Leadership Program in 2016. TRC will collaborate with Drivers Edge and other teen driving programs to develop a comprehensive teen driving program for Nevada, using it as the top resource for all teen driving data, mathematical models, statistical analysis, news, programs, videos and literature.

For effective evaluation of the Drivers Edge program, TRC proposes development of a smart phone application to track the progress of participants during the program. Using data from this application can help quantify the improvements in the skill sets of participants and gauge the effectiveness of the program.

PERFORMANCE MEASURE 10

NUMBER OF PEDESTRIAN FATALITIES



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2016 Target

Decrease the trending pedestrian fatality rate from the 2009-2013 five-year moving average of 47 to only 72 by December 31, 2016.

Problem ID Analysis

What: Between 2009 and 2013, 237 pedestrians died and 736 were critically injured in crashes on Nevada streets. After a sharp decline in 2009 and 2010, pedestrian fatalities have risen consistently to a high of 65 in 2013. Preliminary numbers show 2014 numbers rose slightly over the 2013 total and by .11 percent.

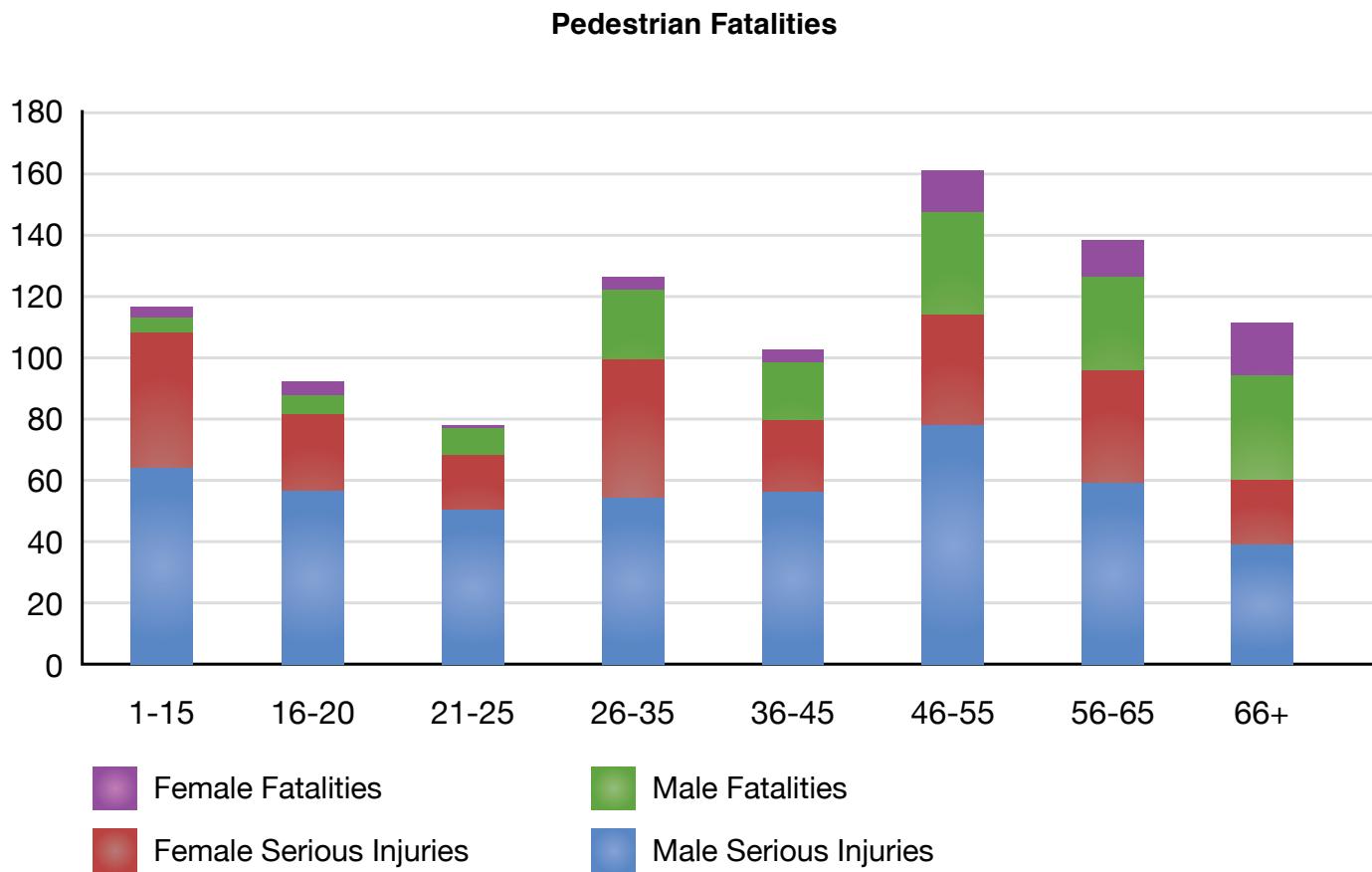
Year	State Population	#100K's	Fatalities	Rate per Population
2003	2,296,566	22.9657	66	2.87
2004	2,410,769	24.1077	60	2.49
2005	2,518,870	25.1887	63	2.50
2006	2,623,050	26.2305	51	1.94
2007	2,718,336	27.1834	52	1.91
2008	2,738,733	27.3873	56	2.04
2009	2,711,206	27.1121	35	1.29
2010	2,724,634	27.24634	36	1.32
2011	2,721,794	27.21794	46	1.69
2012	2,783,383	27.50217	55	2.00
2013	2,818,112	27.83383	65	2.34

Who: Tragically, pedestrians over the age of 66 are the most likely to be killed as pedestrians crossing streets, on sidewalks and in medians; both male and female fatality numbers are highest for those at the top of the age range chart in data covering 2009-2013 (see chart on next page.)

Critical injuries for males are highest in the 46 to 55 age bracket and for females in the 26-35 year old bracket. Looking at overall injuries and fatalities, those over 50 are far more likely to be killed and critically injured. Not having specific data for who walks by age range limits the ability to say if they die because of fragility or because they are crossing in higher numbers. The age for the average pedestrian fatality has risen over a decade in the past five years.

Critical injuries to those under age 21 have decreased in the 2009-2013 five-year average, they are 26.8 percent of the total; in census numbers they are 26.9 percent of the population. In years past that figure was as high as 33 percent of the total injuries. Fatalities for those under 21 are also reduced: only 8 percent of pedestrian fatalities in 2009-2013 were under age 21.

Taking a look on the other end of the age spectrum, however, indicates an increase. Those over the age of 65 make up 10.3 percent of the Nevada population, but in the last five years were 21.5 percent of pedestrian fatalities and were 8.4 percent of critical injuries, another indication that fragility does play a role in older pedestrian fatalities in Nevada.



Nevada is a diverse state with many minorities well represented. The fast rising Hispanic/Latino population have become the majority in Southern Nevada public schools. The pedestrian fatality numbers are reliable, and they indicate that white, non-Hispanics are 69 percent of the fatality data, and 79 percent of the population. Black Non-Hispanics are also over represented at 12.5 percent of the fatalities but only 9 percent of the population.

Hispanic-Latino make up only 5 percent of the pedestrian fatalities, but make up 27.5 percent of the population. All other ethnicities represent less than five percent of the total number of fatalities. This may be due in part to all OTS and Zero Fatalities educational efforts always being presented in both English and Spanish, for all focus program areas.

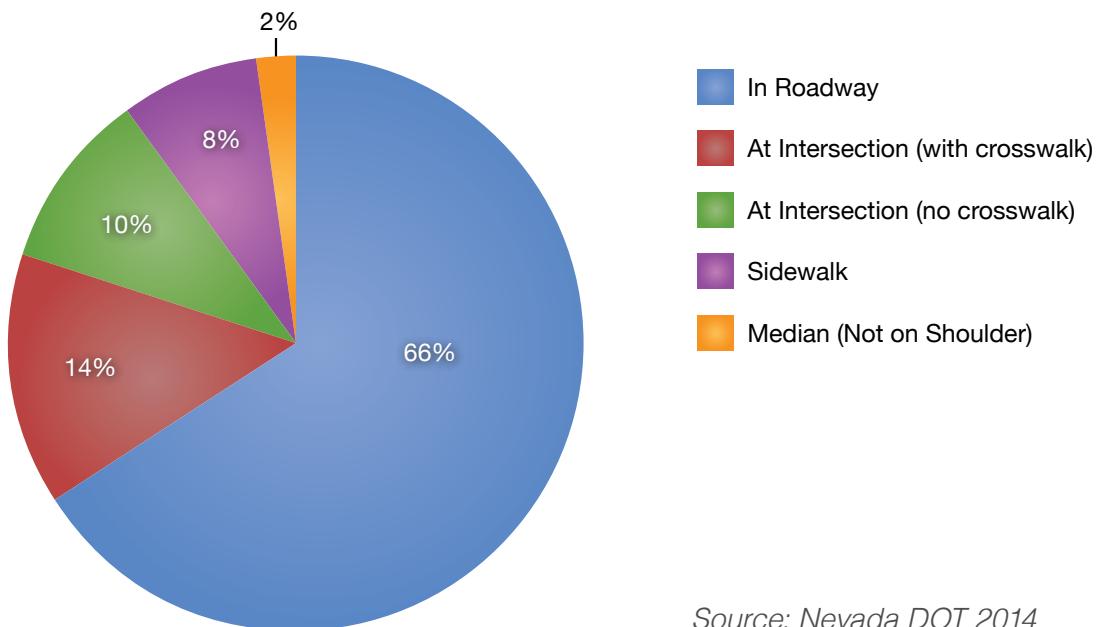
Where: There are two main population areas in the state, Clark and Washoe Counties and only Carson City, capital of Nevada is more than one percent of the population of the state. Between the three, they made up 90 percent of the state population and 96.4 percent of pedestrian fatalities over the past five years.

Each population center has their contributing factors to pedestrian crashes, and the issues vary greatly between counties and between injury crashes and fatal crashes. Looking at crashes in Carson City, even though there are few, fatalities happen on straight, flat, fast streets, and have generally been the fault of the driver.

In Washoe County, the contributing factors have shifted in the past five years to look more urban than rural as the city has grown and streets have gotten more congested, faster and with fewer safe places to cross the street. In Washoe, fatalities are still evenly divided between drivers and pedestrians being the at fault party, and light conditions being evenly divided between light and dark.

In Clark County, where an average of 78.4 percent of pedestrian fatalities occur, the vast majority happen when it is dark, on streets that are at least six lanes wide and the posted speed limit is an average of 40 mph. More than 75 percent of the time it is also the fault of the pedestrian, though many drivers are traveling over the already fast posted speed limit.

Looking at critical injury crashes in all three areas indicates a more evenly divided fault between drivers and those on foot; however, a majority (66 percent) of pedestrian injuries and fatalities happened mid-block on a roadway. Those crossing at an intersection, with or without a crosswalk, made up 24 percent of the total of those killed and injured, where neither action is strictly the fault of either the driver or pedestrian.



Source: Nevada DOT 2014

Where crashes happen is sharply contrasted in regard to urban versus rural. In the rural areas pedestrian fatalities and critical injuries happen when crossing highways that connect cities. In Washoe County crashes are increasingly on wider and faster streets, which is the norm for Clark County. Having strategies to reduce the crash numbers and the severity of the crashes are essential to the plan for mitigating pedestrian crashes.

Pedestrian Crashes by County and AMVMT

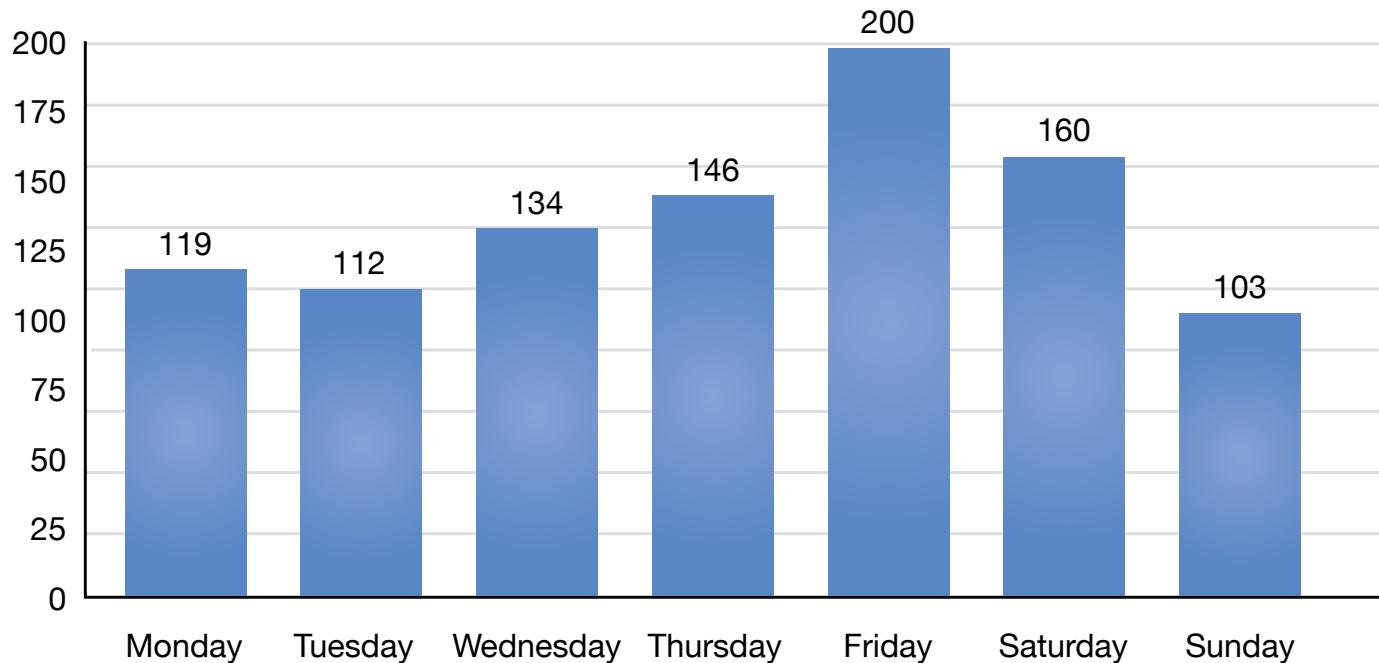
County Name	Avg/Year	Percent	Avg Crashes per AMVMT
Clark	605	78.4%	1.66
Washoe	129	16.7%	1.32
Carson City	10	1.3%	0.00
Elko	7	0.9%	0.01
Douglas	6	0.8%	0.01
Nye	4	0.5%	0.02
Churchill	4	0.5%	0.00
Lyon	4	0.5%	0.03
Storey	1	0.1%	0.00
White Pine	1	0.1%	0.00
Mineral	0	0.1%	0.00
Pershing	0	0.1%	0.00
Lincoln	0	0.1%	0.00
Esmerelda	0	0.1%	0.00
Humboldt	0	0.1%	0.00
Eureka	0	0.0%	0.00
Lander	0	0.0%	0.00
Total	772	100%	0.03

When: Of interest in a tourist driven state, there is a significant increase in the number of pedestrians killed on Friday; however, between 85 and 90 percent of pedestrian fatalities and critical injuries are Nevada residents. The answer may lie in the fact that Friday is a slower night for tourists, who are mainly arriving for a weekend after the conventioneers for the week have left, so many restaurants and attractions have their shortest staffing on Fridays, thereby making Friday a bigger night for locals. Saturday is the second most significant, followed by Thursday.

In Clark County, injury crashes happen both day and night, but the vast majority of fatalities happen when it is dark. Most streets away from the tourist areas are poorly lit and areas with the highest number of families without cars live in older neighborhoods where poor lighting is a factor in pedestrian fatalities.

In both urbanized areas, by the time a driver can see a pedestrian in the street it is almost impossible to stop in time for them. Education about overdriving your headlights and stopping distance has become a topic for all groups working to reduce pedestrian crash numbers.

Pedestrian Fatalities by Day of the Week 2009-2013



The month that crashes happen has varied much annually over the past five years, where targeting messaging has been difficult to plan. Back to School, Halloween, Daylight Savings Time changes and School's Out are areas of focus for pedestrian safety educational efforts. In Washoe weather plays a role in when people increase their exposure, but in Las Vegas where the weather issue is excessive heat, August and September have been at the top of the list most years.

Looking at trauma center data, the top three months for pedestrian injuries and in-hospital fatalities are August, January and March; versus the crash data base which shows the top months to be October, March and January. Most interesting is that the top months of August for the trauma center and October in the crash data are significantly higher than the other eleven months. August is not high for crashes, but they are more severe than other months.

Why: Looking at ranking for states and cities for pedestrian fatalities, Nevada has again been ranked in the top ten deadliest states. Beginning in 2009, Nevada spent three years out of the top ten, for the first time since 1999. In 2012 Nevada was ranked seventh worst state for pedestrian fatalities, with a rate per 100K population of 1.96, versus the national average of 1.51.

Smart Growth America and the National Complete Streets Coalition publish the annual Dangerous by Design report that focuses on large metropolitan cities, and reports a Pedestrian Danger Index, or PDI, that looks not only at crashes but walkability scores and also importantly, the number of people who actually walk in those cities.

Smart Growth lists 52.2 as the national PDI, and ranks Las Vegas 9th for the decade 2003-2012 for cities with more than one million residents, with a PDI score close to twice the national average at 102.67.

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

Lanes themselves are 13 feet wide with outside lanes easily 16 feet. The result is drivers are very comfortable traveling at minimum 10 miles over the posted speed limit, which on most arterials average 40 MPH. There are many arterials currently posted at 50 and 55 MPH. It is illegal to cross a freeway on foot, but there are many that run adjacent to neighborhoods actually called neighborhood streets.

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

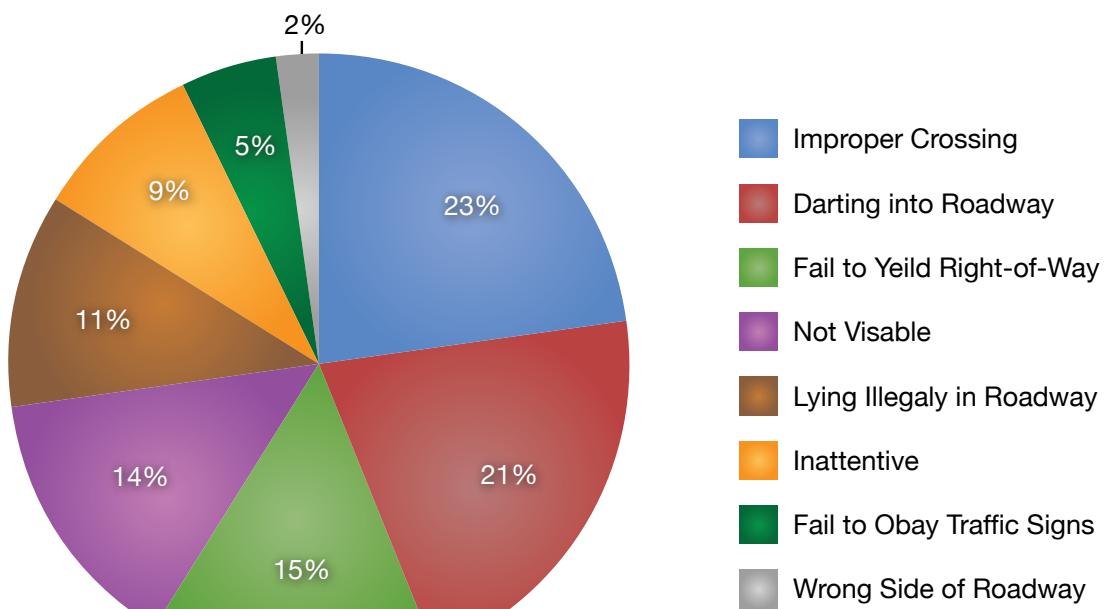
As eluded to earlier in the Smart Growth America report, there are varied reasons for the why of Nevada's high ranking for pedestrian fatalities and critical injuries: speed, lighting conditions, wide flat, fast streets, visibility, distraction for both drivers and pedestrians and more.

Dangerous by Design named three groups who are the most over-represented in pedestrian fatalities: children, the elderly and people of color. It would seem for fatalities this is only true in Nevada for those 66 and older, who are 10.3 percent of the population but 21.5 percent of the fatalities, and were under-represented in critical injuries, at 8.4 percent.

The largest contributing factor to fatalities is pedestrian error: crossing mid-block outside of a marked crosswalk, at intersections against the light at night in dark clothing, or darting into the street not allowing enough time to stop. Prior to 2009, pedestrians were allowed by law to cross outside of crosswalks and intersections in-between two signalized intersections if another street bisected the road and the pedestrian didn't cause the vehicle to change their forward motion. The wording was changed and now those on foot can only cross at intersections or marked mid-block crosswalks.

Legislative efforts have failed twice to change it back; once in the 2013 Nevada Legislature and again in 2015 by the committee drafting the bill to address pedestrian safety. The 2015 version of the bill did not include key things like 'when and where' it is legal to cross and changing 'yield to stop,' but what was introduced was passed and will become law July 1st, 2016.

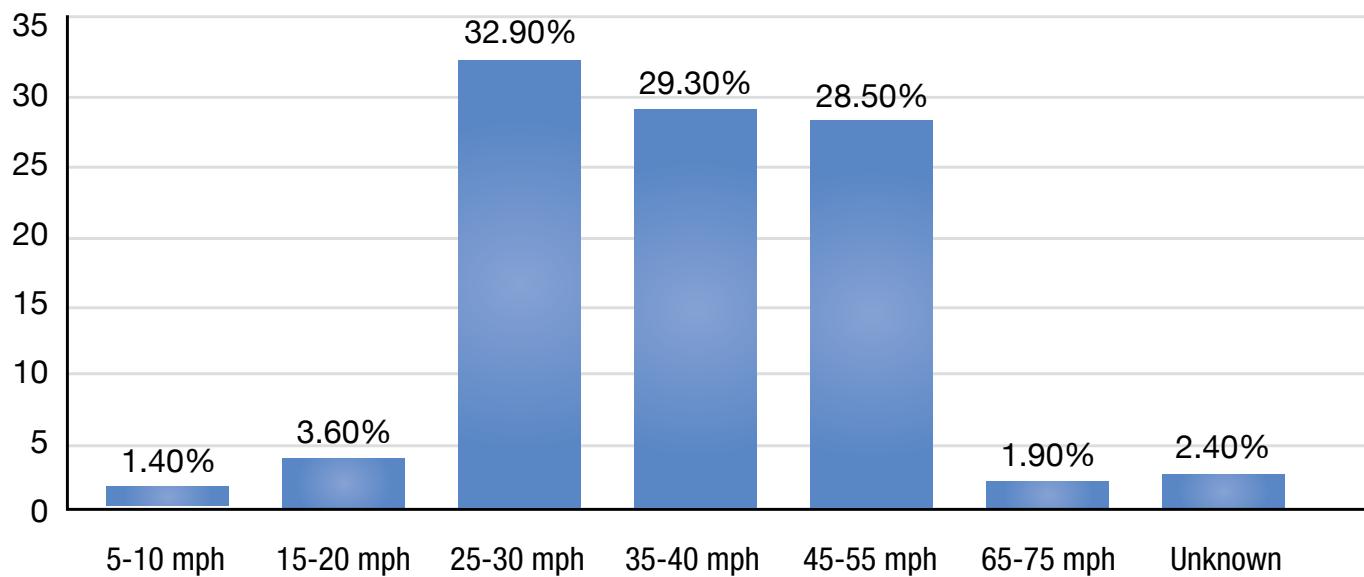
When the pedestrian is at fault, the action most often cited is improper crossing, followed by darting into the road, or not giving drivers' time to stop. Third is failure to yield, closely followed by not being visible. There is much to do to assure pedestrians can be seen on Nevada streets.



Source: Nevada DOT 2014

The reasons attributed to pedestrian crashes are often recorded as only the first contributing factor when it comes to fault. Often, the pedestrian may be outside of a crosswalk, but the driver is also speeding; if the driver had been traveling at the speed limit, then, would the pedestrian have made it across the street safely?

Average Pedestrian Crashes by Posted Speed Limit



The posted speed limit in both urbanized areas of the state are often regarded as “a guideline” and the 85th percentile on any given road will consistently be 10 to 15 MPH higher. Research shows that at 30 MPH close to half of pedestrians hit by a motor vehicle will not survive. Even on extremely fast streets where many drivers have reacted and slammed on the brakes, the slowing speed is the actual posted speed limit, resulting in critical to fatal injuries.

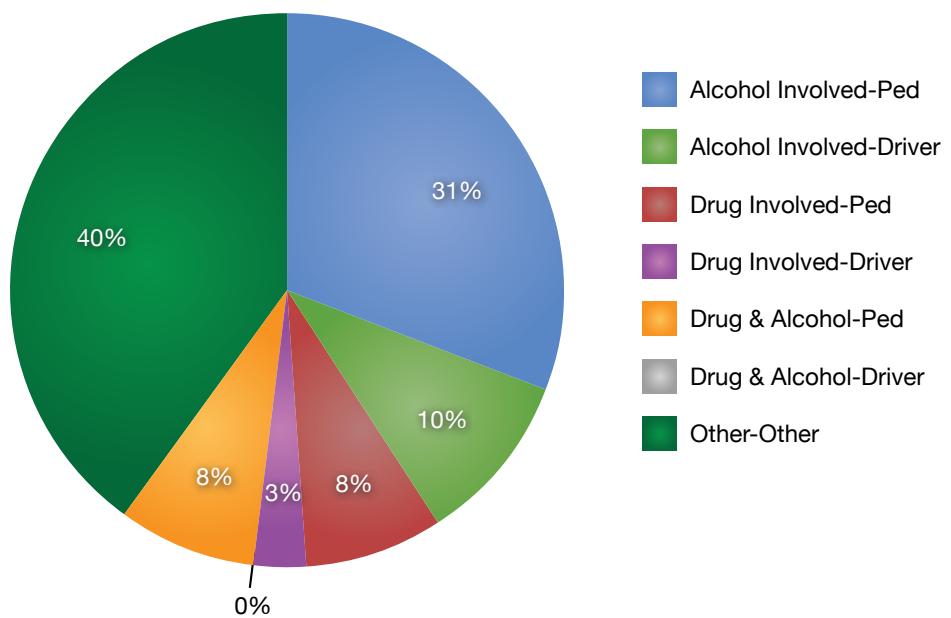
The costs associated with the injuries caused in pedestrian crashes are high. A study by the Center for Traffic Safety Research, CTSR, for 2009-2012 shows the annual cost to the state of Nevada for pedestrian trauma at \$16 million. The average trauma patient cost to the state is \$41,764.

Pedestrians without insurance make up 35 percent of the total and their average hospital cost is higher at \$47,034, and close to \$6 million annually, which seems to support how much faster streets in southern Nevada are higher with pedestrian hospital cost in the south at \$46,343 versus in the north, where the average is \$35,127.

Another contributing factor to pedestrian crashes is alcohol and drug use, when you add all the impairment, the total is a staggering 60 percent of the total, and result in far higher hospital costs when the pedestrian survives. Average trauma costs for pedestrians hit who are sober is \$40,461 and when impaired the total jumps to \$65,201; a \$25,000 increase.

When you break down the 60 percent impairment data, it is primarily the pedestrian at 31 percent alcohol above a BAC of 0.08, and 8 percent each for drug use and alcohol and drug combined, totaling 47 percent. For drivers it is 10 percent over an .08 and 3 percent drugs.

A strategy for addressing the problem of impaired pedestrians is convincing them how dangerous it is to walk as well as drive impaired, when many point to the fact that ‘at least they are not driving.’ Another over-represented population, the homeless, were shown in a report to be impaired 81 percent of the time in Clark County crashes between 2008 and 2011.



Strategies

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

Enforce pedestrian laws at high-crash locations:

- Provide targeted overtime funding so law enforcement can ticket noncompliant motorists and/or pedestrians;
- Conduct judicial/court system outreach to help drive home the message of enforcement follow-through;
- Publicize enforcement initiatives; and
- Improve the language in the Nevada Revised Statutes so that pedestrian laws are easier to understand and enforce.
- Provide pedestrian safety education for pedestrians and motorists:
 - Coordinate and support pedestrian safety awareness campaigns;
 - Create educational materials for buses and bus shelters statewide;
 - Target messages to minority and low-income neighborhoods; and
 - Create and/or support programs that promote walking or biking to school.
- Develop criteria to identify high-crash pedestrian locations and placement, design, and implementation guidelines for pedestrian amenities:
 - Identify high-crash pedestrian locations by most recent crash year;
 - Analyze data to determine hazardous areas; develop mitigation strategies; conduct RSAs (roadway safety audits); program improvements;
 - Identify and implement pilot pedestrian safety projects;
 - Develop and implement more pedestrian-friendly design standards and countermeasures; and
 - Support the creation and implementation of regional pedestrian safety action plans.



At the Nevada Traffic Safety Summit in March 2015, new strategies were discussed and considered. The steps for achieving the new strategies are still being determined, but the following strategies may be added for 2016 and some potential countermeasures are listed as well below, but in draft form.

Improve Pedestrian /Visibility

- Improved lighting in dark areas
- Advance warnings for both pedestrians and drivers
- Adopt Rapid Beacon Flashers as the preferred flasher

Improve Pedestrian Awareness and Behavior

- Outreach to all ages of students
- Educate all road users and law enforcement of current laws
- Require additional training for driver license renewal

Reduce Pedestrian Exposure

- Address distractions to both drivers and pedestrians
- More well designed crosswalks
- Decrease turning radii where needed
- Reduce vehicle speeds through proven countermeasures

Countermeasure Strategy

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

Chapter 1: Impaired Driving

Chapter 4: Distracted and Drowsy Driving

Chapter 6: Young Drivers

Chapter 7: Older Drivers

Chapter 8: Pedestrians

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



Funding Source

See funding source for projects TS-2016-RPD-00070, TS-2016-UNR-00038, TS-2016-NLVPD-00059, TS-2016-UNR-00035, TS-2016-NVOTS 658-00085, 00110, 00095 on page 113.

Related Projects

TS-2016-NVOTS 658-00085—Nevada Office of Traffic Safety—Program Management-Pedestrian

Funding Source: 402

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

This grant provides funds for direct program management and direct costs incurred for the programs by professional and administrative staff. Regular training and evaluation of staff members is conducted to look for opportunities to increase efficiency, transparency, and/or accountability to the public and the federal government.

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety—Media & Marketing/PR Outreach

Funding Source: NDOT – 21

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safer. Still, in 2013 an estimated 266 people were killed; this is up from 246 in 2011 and 261 in 2012. Many of these deaths can be directly traced to people choosing non-safe driving, riding or walking behaviors on the road. One of the six critical emphasis areas in Nevada's SHSP is how to increase pedestrian safety. The need to educate the public about these dangers and the virtues of making the right choices when walking and when driving is more important than ever. Consistent messaging under the Zero Fatalities campaign on safe driving behaviors also helps to educate tourists and new citizens to the state on traffic laws and safe choices.

TS-2016-NVOTS 658-00095—Nevada Office of Traffic Safety—Joining Forces

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

Joining Forces, the state's multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement (HVE) events for problem areas identified within the SHSP, including pedestrian safety usage, for over a decade. As one of the six critical emphasis areas of Nevada's SHSP, this portion of the project will support pedestrian HVE enforcement events in Nevada during 2016, and any other grant-funded pedestrian enforcement events throughout the year.

TS-2016-UNR-00035—Board of Regents, Nevada System of Higher Education, obo UNR—

Pedestrian Safety Project

Funding Source: 405(b)

The purpose of this project is to build on the success of prior pedestrian safety projects conducted by University of Nevada Reno Police Services. This project continues to educate drivers and pedestrians in the University area and surrounding community about crosswalk safety, with a special emphasis on 'distracted walking,' as well as to educate drivers to improve safety on Nevada roadways. During its current grant project, UNR continued its research of the millennial generation, considered by many to be the multi-screen generation. Millennials are the primary target age group; people who are continually looking at one screen

or another throughout the day, as this is the primary way they receive information. This project includes a funding request to create a media campaign designed to reach the local youth and young adult population. The media campaign will include such things as a PSA, online ads, and social media.

TS-2016-NLVPD-00059—North Las Vegas Police Department—Pedestrian Safety Education & Awareness

Funding Source: NDOT – 21

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

TS-2016-UNLV-00038—Board of Regents, Nevada System of Higher Education, obo UNLV—Vulnerable Road Users Project

Funding Source: 405(b), NDOT – 21

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

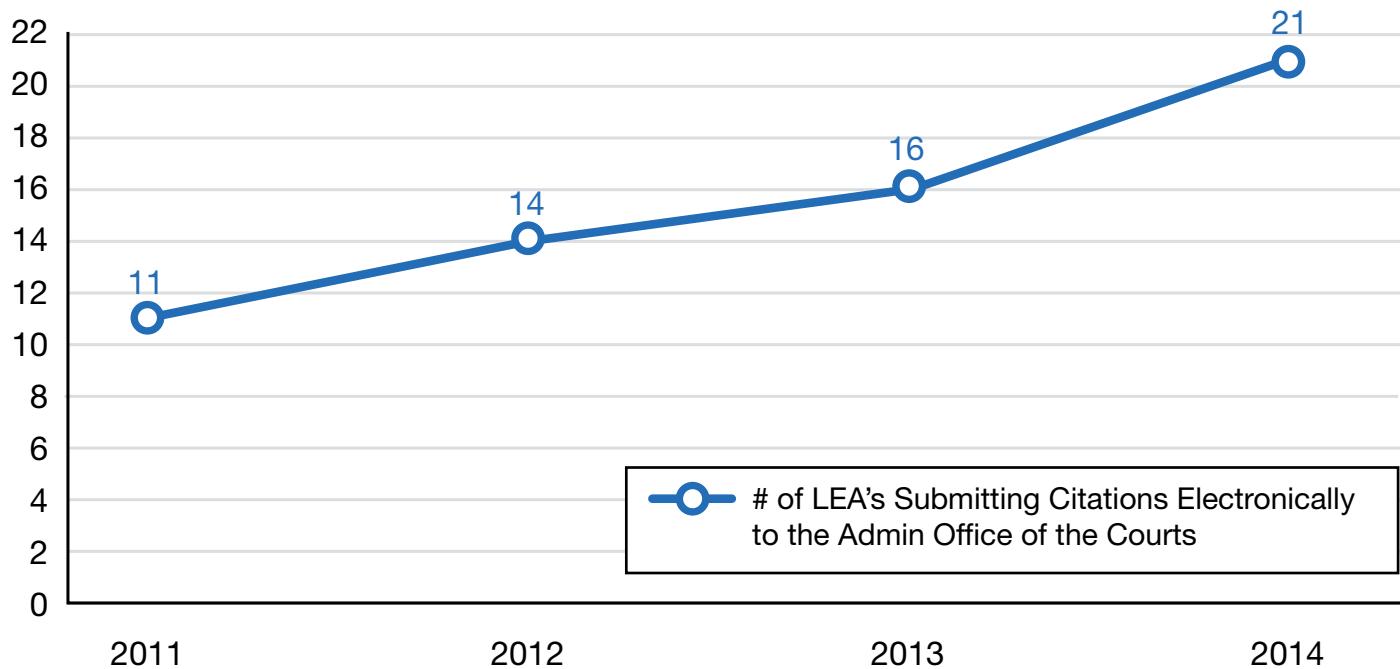
TS-2016-RPD-00070—Reno Police Department—Reno PD Pedestrian Safety Program

Funding Source: NDOT – 21

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

PERFORMANCE MEASURE 11

TRAFFIC RECORDS



Justification for Performance Target

An assessment of Nevada's Traffic Records Program in 2010 recommended that the TRCC and the Administrative Office of the Courts (AOC) work with individual courts to automate the process of receiving conviction information from all Nevada courts. It also suggested that Nevada create a citation tracking system to track tickets from issuance to disposition to reduce the incident of inconsistent commercial vehicle data, and to assess the enforcement process. This performance target for FY 2016 is a step toward both of these recommendations, as it automates getting the citation information to the AOC (and the 32 courts the AOC serves) through the NCJIS interface into the courts' case management system (CMS).

FY 2016 Target

Increase the number of law enforcement agencies submitting traffic citations electronically to the Administrative Office of the Courts from 21 to 23 agencies by December 31, 2016.

Problem ID Analysis

State and local governments in Nevada recognize the need to collaborate in the development and implementation of a highway safety information system improvement program to provide more timely, accurate, complete, uniform, integrated, and accessible data to the traffic safety community. Achieving a statewide-integrated data system supports decision making when determining what countermeasures to pursue with the finite resources that are available. The State's Traffic Records Coordinating Committee (TRCC) includes members from all participating law enforcement agencies as well as the Administrative



Office of the Courts (AOC), Department of Transportation (NDOT), Department of Motor Vehicles (DMV), Department of Health's Emergency Medical Systems (EMS), and commercial vehicle representation (NHP and FMCSA).

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

Performance Goal

The Nevada Traffic Records program will continue to collect, analyze, and utilize crash data to determine appropriate countermeasure activities and to plan resource allocation. Currently, crash data from three large agencies (Las Vegas Metropolitan, Henderson, and Reno Police Departments) is collected by individual data pushes through a manual process. Methods for automating the collection of crash data are being developed in partnership with NDOT information technology researched to decrease the number of days it takes to input crash reports into the NCATS repository.

Strategies

- Continue the NCATS Modernization Project currently being implemented, due for completion in FFY 2016. The vendor awarded is Brazos Technology from College Station, Texas.
- Identify and seek permanent funding sources to support hardware and software needs of participating agencies, such as fine enhancements, penalty assessments, or other fees attached to traffic convictions to support the Traffic Records system.
- Continue to improve on partnerships and collaboration with state agencies currently participating in the TRCC, including Emergency Medical Systems; Department of Motor Vehicles; and local, municipal, and state courts.

- Continue coordination with the SHSP partners, with critical emphasis on data quality.
- Develop automated agency report feedback. This will be developed with the NCATS Modernization Project. The back-end user should be able to utilize the data gathered in the state repository. TRCC will prioritize the integration of EMS data to state crash data in 2016.
- Update the state crash repository to become more compliant with current MMUCC standards. Subcommittee meetings through TRCC will begin in July 2015.

Countermeasure Strategy

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

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

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

Funding Source

See funding source for projects TS-2016-WCSO-00105, TS-2016-DPS NHP-00034, TS-2016-UNR UNSOM-00067, TS-2016-NVOTS 658-00084, 00121, 00122, 00123, 00124, 00125, 00117 on page 113.



Related Projects

TS-2016-NVOTS 658-00084—Nevada Office of Traffic Safety—Program Management,

Traffic Records

Funding Source: 405(c)

Program Managers must assure that all elements of a particular program, or Uniform Guidelines, are being reviewed, considered, implemented, and evaluated at any given time of the grant cycle. Each safety program requires problem identification, data analysis and multiple grant project development, implementation and evaluation. The coordinating and monitoring of each project in a program area, along with the evaluation and fiscal monitoring, contribute to the successful completion of a given project and its meeting of specific goals, objectives, and tasks contained within the project agreement.

TS-2016-UNR UNSOM-00067—University of Nevada School of Medicine—Risk Taking Behaviors and Vehicular Crashes: Data-Driven Identification of Behaviors and Intervention

Funding Source:NDOT – 21

The project allows for improved technology that can integrate data and quantify the total impact of vehicular crashes in Nevada; this provides valuable information on the events leading up to a crash. By using this data, Nevada is able to develop a methodology and provide a more comprehensive analysis of priority program areas.

TS-2016-NVOTS 658-00121—Nevada Office of Traffic Safety—Traffic Records Coordinating Committee (TRCC)

Funding Source: 405(c)

MAP-21 requires states to maintain a Traffic Records Coordinating Committee (TRCC) at the executive and technical level to qualify for federal funding for traffic records. This project provides funding for TRCC member agency representatives' travel to and from meetings and any other expenses related to those meetings.

TS-2016-NVOTS 658-00122—Nevada Office of Traffic Safety—NCATS (Nevada Citation & Accident Tracking System) Modernization: Brazos Contract

Funding Source: NDOT – 21, 405(c)

Brazos Technology was awarded a contract in Dec 2010 for data collection software for the NCATS (Nevada Citation & Accident Tracking System) repository. This project funds the implementation of the NCATS Modernization project, to include continuing development of NCATS programs and infrastructure, crash upload maintenance, and development of the NCATS citation piece & database.

The contract with Brazos Technology primarily addresses improving front end data collection and importation of data into the NCATS repository. It includes crash and citation data collection software on portable electronic devices used by field officers, a web based system for entering and editing reports, and importation of crash and citation data into NCATS. Reporting capabilities are also present on the website for agencies to do some analysis of crash and citation data. The Brazos Technology software is available to any participating agency at no cost in exchange for providing their crash and citation data to NCATS.

TS-2016-NVOTS 658-00123—Nevada Office of Traffic Safety—NCATS (Nevada Citation & Accident Tracking System) MSA

Funding Source: NDOT – 21

In addition to the Brazos Technology software contract, DPS and NDOT are partnering in a contract with an MSA Information Technology vendor (Master Services Agreement). This vendor will analyze the current NCATS system; provide consultation on improvements, and on developing the improvement upon approval by NDOT and DPS. This will include automating importation of data from Brazos and other law enforcement agencies' vendors, and automation of exportation to NDOT and other back-end users. NDOT is providing Highway Safety Improvement Plan (HSIP) funding toward this project as well as supervising/managing the MSA project through NDOT's Information Technology Division.

TS-2016-NVOTS 658-00124—Nevada Office of Traffic Safety—Traffic Records Fixed Deliverables

Funding Source: 405(c)

The Nevada Citation & Accident Tracking System (NCATS) modernization project includes data collection software provided through contract with Brazos Technology (Brazos). This project will provide funding for equipment for participating agencies and new agencies to collect data through Brazos.

One of the challenges for the NCATS project in Nevada has been getting law enforcement agency participation in the collection of citation and crash report data through electronic means. This has affected the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash and citation data. As the current software vendor, Brazos Technology has continued to improve their solution for data gathering, the number of participating agencies has surpassed the number using the prior vendor's software. The NCATS Modernization Project team and TRCC foresee increased interest among agencies. As these agencies have not used electronic means for data collection in the past, they do not have the associated hardware for such a project. Providing funding for equipment for agencies to participate will eliminate this financial roadblock and improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash and citation data. This provides better data for the state overall, enabling state and local jurisdictions to use this data to contribute toward reducing traffic fatalities, injuries and crashes in Nevada.

TS-2016-NVOTS 658-00125—Nevada Office of Traffic Safety—TR-RMS Interfaces

Funding Source: 405(c)

Nevada statute requires all Nevada law enforcement agencies to submit their crash reports to the Department of Public Safety (the state). DPS developed a Records Management System (RMS) interface with vendor Spillman Technologies, Inc. that is also openly offered to any other law enforcement agency in the state to utilize; some of the smaller agencies do not have the resources needed to have an effective RMS system.

This project allows for funding to assist those law enforcement agencies that want to participate in the DMS RMS program to obtain the equipment, labor, and/or resources needed to participate.

TS-2016-NVOTS 658-00117—Nevada Office of Traffic Safety—Crash Data Analyst Training

Funding Source: 405(c)

Fatalities and injuries on Nevada's roadways continue to be a major concern for the Nevada Highway Patrol. Improved education, procedures and tools are necessary to identify enforcement needs, engineering needs and equipment liability. One specific shortcoming identified in the collision investigation training levels of the Highway Patrol is the lack of certified Crash Data Recovery Technicians and Analysts. This grant project seeks to address these training deficiencies in the most cost effective manner.

1) Collision Data Recorder Technician:

Collision Data Recorder Technicians are certified to retrieve data from a crash vehicle's airbag control module and engine control module during a collision investigation and reconstruction. NHP has the equipment to read the collision data recorders in both the Northern and Southern Commands. NHP has eight personnel qualified to retrieve data from a vehicle's Collision Data Recorders. Additionally, the Northern Command Elko region does not have any personnel trained whom are readily available as they have been promoted and reassigned. By hosting this course in Nevada, NHP can bolster the number of personnel qualified to retrieve collision data from vehicles and provide certified personnel to the Northern Command Elko region.

2) Crash Data Retrieval Analyst:

This training offers the collision reconstructionist who has completed the basic CDR Technician Course (CDR Technician 1 and optionally, level 2) further insight into the function of the automobile Event Data Recorder (EDR) function or subcomponent, its history and evolution as well as expanded interpretation skills enabling the application of a Bosch Crash Data Retrieval (CDR) Tool generated report to a situationally complete crash reconstruction. Using traditional reconstruction techniques such as momentum applications and admissibility hearing issues unique to this technology as the basis for the course objectives, the CDR Data Analyst Certification course is both a natural extension of the CDR Technician training and an expansion of a reconstructionist's skill set.

TS-2016-DPS NHP-00034—DPS Nevada Highway Patrol—Collision Reconstruction Training

Funding Source: 405(c)

This grant project seeks to address this training deficiency by enrolling agency personnel in the Traffic Collision Reconstruction II course scheduled in Reno, NV during April 2016. In addition to ensuring all current MIRT personnel complete the reconstruction course, the project will provide the opportunity to train additional personnel to the reconstruction level; thereby creating a pool of qualified Reconstructionists that may be used to fill future MIRT vacancies.

TS-2016-WCSO-00105—Washoe County Sheriff's Office—TS Equipment: Tablets

Funding Source: 405(c)

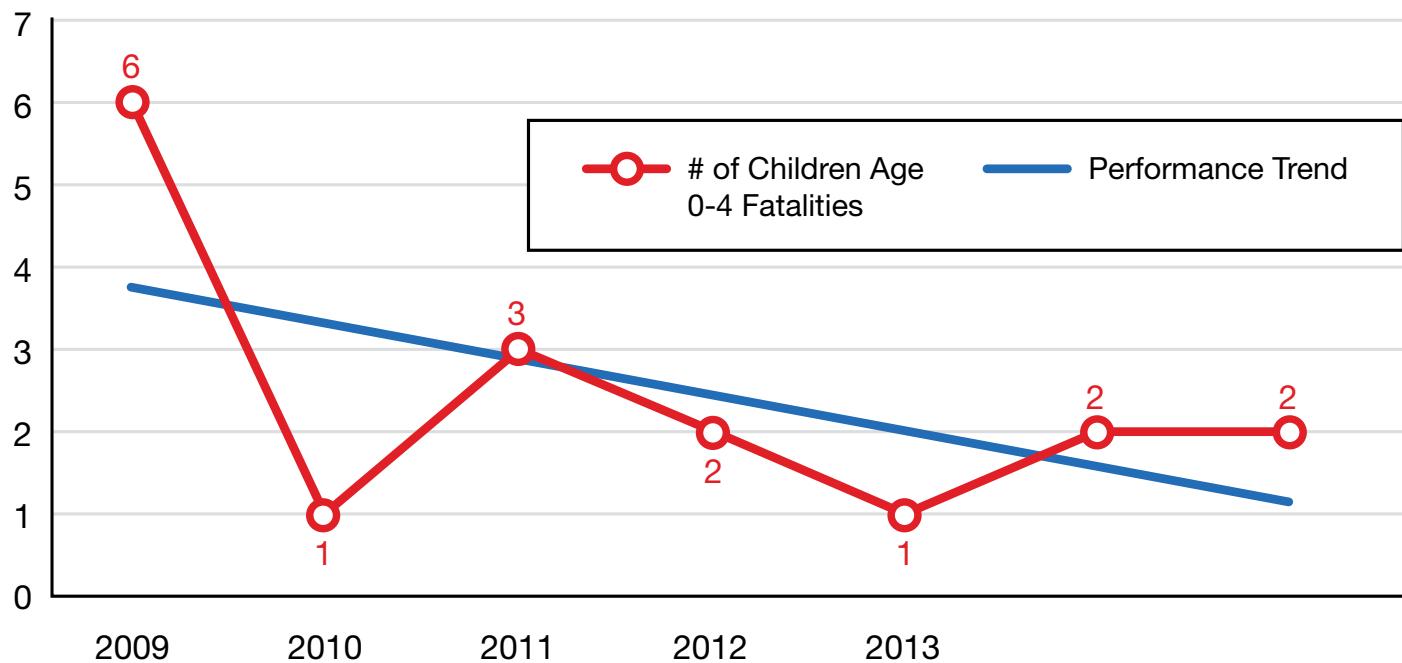
Within Washoe County the number of injuries resulting from traffic crashes continues to rise. Crashes involving pedestrians, speed and distracted driving continue to impact the community and the families that live there. Between January and February of 2014 and the same time period in 2015, the Washoe County Sheriff's Office investigated an additional 20 crashes. Between December 2014 and February 2015 alone had four fatal crashes.

In addition to this increase in crashes, our current MC75A units are failing, which makes it almost impossible to write any citations, and they are being phased out, which makes it difficult to repair and/or replace. The tablets requested in this application for funding will replace the agency's current MC75As. They are faster, more reliable, and more user friendly.

This equipment will reduce the number of fatalities and injuries that occur in the area by streamlining and accelerating enforcement activities. They will increase the number of citations issued by decreasing the amount of time needed per stopped driver. Studies have shown that visible enforcement and increased ticket issuance does reduce poor driving behavior, thus reducing crashes, injuries, and fatalities. By decreasing the amount of time needed for each traffic stop, increases the amount of time spent on enforcement activities. By having reliable, user friendly equipment, the deputies are able to get back to their patrol duties much quicker. New reliable equipment will result in a 25 percent reduction in the time needed to issue a citation.

PERFORMANCE MEASURE 12

CHILD PASSENGER SAFETY



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2016 Target

Decrease the number of traffic fatalities of children between ages 0-4 from the five-year moving average of 2 (2009-2013) to 1 by December 31, 2016.

Problem ID Analysis

What: Nevada FARS data shows that there were 10 motor vehicle related fatalities for children aged 0-4 from 2009-2013. The motor vehicle trauma patients data provided by the CTSR indicate that more than 562 child crash victims (age 0 to 6) were brought to NV trauma centers from 2005 to 2011.

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

Studies show that children involved in rollover crashes had the highest incidence rates of incapacitating injuries. In rollover crashes, the estimated incidence rate of incapacitating injuries among unrestrained children was almost three times greater than for restrained children. In near-side impacts, unrestrained children were eight times more likely to sustain incapacitating injuries than children restrained in child safety seats. During 2005 through 2011, most traffic-related injuries were sustained by children 2 and 6 years of age.

Where: According to vital records data for years 2004-2013 from Southern Nevada Health District, motor vehicle crashes are the leading cause of injury-related death in children in Clark County, Nevada. Trauma data for Northern Nevada indicate no significant changes in non-restrained injuries between 2005 (four injuries) and 2011 (three injuries). The same data for Southern Nevada demonstrates a decline from 22 to eight unrestrained injuries from 2005 through 2008, respectively; there was an increase in 2009 to 11 injuries and a decline to seven injuries in 2010. The overall number of children injured in car crashes declined from 2005 to 2009 but rose again in 2010.

When: A majority of Nevada's children were injured in traffic crashes on Tuesday, Wednesday and Saturday. Data shows that a majority of Nevada's children age 0–6 were injured in traffic crashes on Friday and over the weekend.

Why: Preliminary Nevada car seat check data for 2014 shows that out of 1,828 car seats inspected, only 11 were installed correctly. Infant seats have the highest percent of critical misuse, followed by rear-facing convertible seats. Studies show that children who are correctly using the appropriate restraint for their size and age are at a significantly lower risk of sustaining serious or fatal injuries in event of a crash.

Countermeasure Strategy

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

Chapter 2: Seat Belts and Child Restraints

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



Funding Source

See funding source for projects TS-2016-CLC Fire Prot-00033, TS-2016-Nye Comm-00017, TS-2016-UNR-00044, TS-2016-HGhosp-00069, TS- 2016-EV Fam-00051, TS-2016-RWFRC-00119, TS- 2016-REMSA-00120, TS- 2016-NVOTS 658-00106 on page 113.

Related Projects

TS- 2016-NVOTS 658-00106—Nevada Office of Traffic Safety—First Responder/Public Health CPS Training

Funding Source: Cat 10

This provides resources to facilitate necessary Child Passenger Safety training to state and local law enforcement personnel and other first/emergency responders (e.g., firefighters, emergency medical service, and hospital staff), enabling agencies statewide to assist with public inquiries regarding proper child safety seat fittings, choices, best practices, and Nevada law.

TS- 2016-REMSA-00120—Regional Emergency Medical Services Authority—REMSA Point of Impact

Funding Source: 405(b)

REMSA's Point of Impact program addresses this traffic problem by offering a comprehensive Child Passenger Safety education program. Parents are educated on the proper use and installation of car seats through monthly checkpoints offered at various community locations throughout the Reno/Sparks area. In addition, Point of Impact offers the National Child Passenger Safety Certification Training multiple times each year. This course draws participants from rural communities throughout the state. This year's project will include the piloting of a rural 'Program in a Box' kit for the smaller communities to utilize in establishing their own child passenger safety programs. POI is also working closely with the Indian Health Services on that project. In addition, recertifying technicians are given the opportunity to fulfill recertification requirements by attending the program's monthly seat check events—at which an instructor is generally available to provide seat sign-offs—and by attending one of the multiple continuing education unit (CEU) sessions Point of Impact offers to CPS technicians each year.

TS-2016-RWFRC-00119—Ron Wood Family Resource Center—Ron Wood Child Car Seat Safety Program

Funding Source: 402

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

TS- 2016-EV Fam-00051—East Valley Family Services—Occupant Protection Program

Funding Source: 402

East Valley Family Services serves low-income families in Central and East Las Vegas as well as Laughlin. A large portion of the clients served are Hispanic families. Many of these families come directly from Mexico or other Central American countries without education and the necessities to gain citizenship. The realization that car seats are mandatory in Nevada often doesn't reach them until they have been stopped

or a crash happens. They live largely under the radar and often cannot afford car seats. The Center for Traffic Safety Research (Nevada trauma data) determined that injury and hospital resource utilization disparities are significant between Hispanic and non-Hispanic children injured in motor vehicle crashes:

35.8 percent of Hispanic children were unrestrained, compared to 25.8 percent of non-Hispanic children (2005-2012). This difference in restraint use may explain injury and hospital resource utilization disparities found. Compared with their non-Hispanic counterparts, Hispanic children:

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

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

TS- 2016-HGhosp-00069—Humboldt General Hospital—Regional Child Passenger Safety Funding Source: 402

The problem of insufficient resources to properly strengthen and expand the HGH child passenger safety program is challenging to all rural areas in Nevada. With funding provided by this grant, HGH will acquire equipment that will be utilized for mobile child passenger safety check events In Humboldt County and surrounding rural communities. With this additional capability, check points across the region will be scheduled at least quarterly. It is estimated that each check event will educate an average of 40 parents and caregivers with seat inspections and installations.

The Senior CPS technician and program manager will secure CPS Instructor certification. Certification will enable the agency to conduct required 40 hour CPS technician certification courses locally. Local courses can be instructed in modules that promote volunteer participation as well. HGH will also work in partnership with REMSA's Point of Impact Program in Washoe County in piloting a rural 'CPS Program in a Box' that REMSA/SAFE KIDS Washoe County is creating (see TS- 2016-REMSA-00120 project above)

Objectives of the project include increasing the number of certified Child Passenger Safety technicians across the region. At minimum, certify one or two CPS technicians in each of the network counties, as well as:

- Develop a Child Passenger Safety program guide in cooperation with Nevada's Child Passenger Safety Advisory Board. This guide will be invaluable for the new cadre of certified CPS technicians and provide how-to informational resources for starting CPS programs in Lovelock, Battle Mountain, Elko, and other rural population areas.
- Provide CPS educational classes that are open to the public at locations that are consistent and identifiable in each community across the region.
- Coordinate a regional child safety distribution and education program. Provide qualifying families with child restraints to assure children are not unrestrained due to family low-income status.

TS-2016-UNR-00044—Board of Regents, Nevada System of Higher Education—Car Safety Seat Survey

Funding Source: 405(b)

The main purpose of this project is to provide public opinion telephone survey data to the Office of Traffic Safety regarding the public's attitudes toward key traffic safety issues and attitudes toward car seat safety usage. The Office of Traffic safety will be able to utilize the data and recommendations from the final report for a baseline measure of community attitudes and car seat usage. As a priority recommendation from the July 2014 OP Assessment, OTS may consider collecting these same data annually for a longitudinal comparison of movement in community attitudes due to OTS's educational efforts with respect to car seat and booster seat usage among Nevada families. As such, these data can be considered a program evaluation of OTS' community programming efforts. OTS can utilize these data for internal evaluation efforts, community educational efforts, and media efforts to reduce traffic injuries to families with children in Nevada. These data can be used by OTS for community planning and educational outreach efforts as well.

TS-2016-Nye Comm-00017—Nye Communities Coalition—Occupant Protection

Funding Source: 402

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

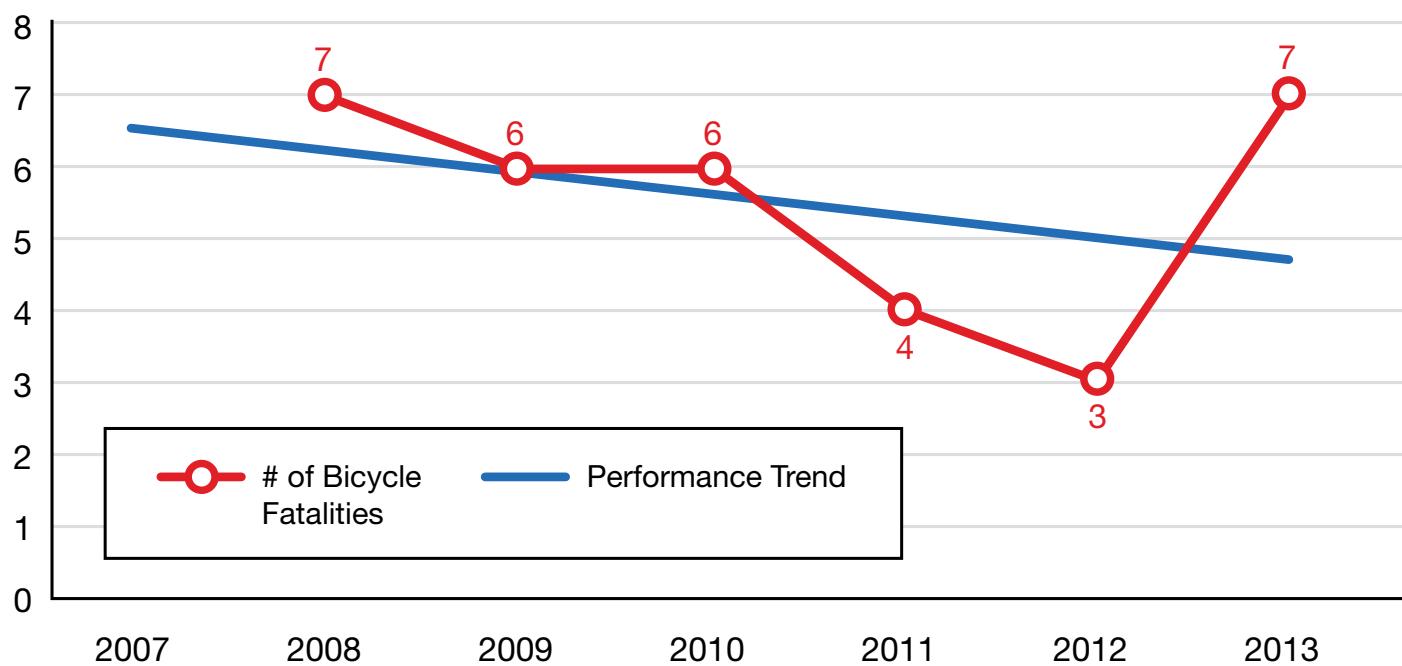
TS-2016-CLC Fire Prot-00033—Central Lyon Co. Fire Protection District—Child Safety Seat Program

Funding Source: 402

The Central Lyon Co. Fire Protection District will provide, child safety seats, installations, training, and inspections, to educate the community about the importance of using safety seats as well as correct installation and use of the seats.

PERFORMANCE MEASURE 13

NUMBER OF BICYCLE FATALITIES



Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

FY 2016 Target(s)

Decrease the current bicycle fatality trend from the 2009-2013 five-year moving average of 5 to only 6 by December 31, 2016.

Decrease the moving average of bicycle critical injuries from the 2009-2013 five-year average of 69, to 66 by December 31, 2016.

Problem ID Analysis

What: Between 2009 and 2013, there were 26 bicyclists fatalities and 345 critically injured on Nevada roadways and sidewalks. Bicycle fatalities comprise an average of two percent of the overall fatalities on Nevada roadways during this timeframe.

After several years of fatalities in the double digits, bike fatalities hit a low of three in 2012, but climbed back up to 7 in 2013. While much has been done structurally to add bike lanes and identify preferred bike routes, other improvements have led to faster streets, which can prove deadly to all modes of transport, including cyclists and pedestrians.

Who: Overwhelmingly, males are more at risk than females for critical or fatal injuries on a bike. Looking at five years of data, 2008-2012, 86 percent of bicycle critical injuries and 80 percent of bicycle fatalities were men.

Looking at age groups, the most likely to be critically injured or killed on bikes are those who are under 16, making up 27.5 percent of the total fatalities. Older cyclists are thankfully underrepresented in this data, with 4.5 percent of the total.

Bike helmets are not required by law in Nevada, which is a tourist destination. It is interesting to note that patients admitted to Nevada Trauma Centers in 2012 and 2013 reflected that neighboring states do require helmets: nonresidents were helmeted 67 percent of the time, while Nevada residents were helmeted only 40.7 percent of the time.

Looking at all riders treated in Nevada Trauma Centers, the age group between 15 and 19 were the least likely to wear a helmet, at 75 percent. Another sad fact is that typically those who had no insurance were unhelmeted 87 percent of the time. Although there are many free bicycle helmet community events, there needs to be more of these coupled with safety education. Those who commute by bike because they cannot afford a vehicle should not have to choose between necessities and safety.

While the pedestrian numbers for the Hispanic-Latino population killed and injured have dropped, the bike numbers overall have not, with 22 percent of bicycle fatalities being Hispanic, 4 percent African American and 65 percent White or Non-Hispanic.

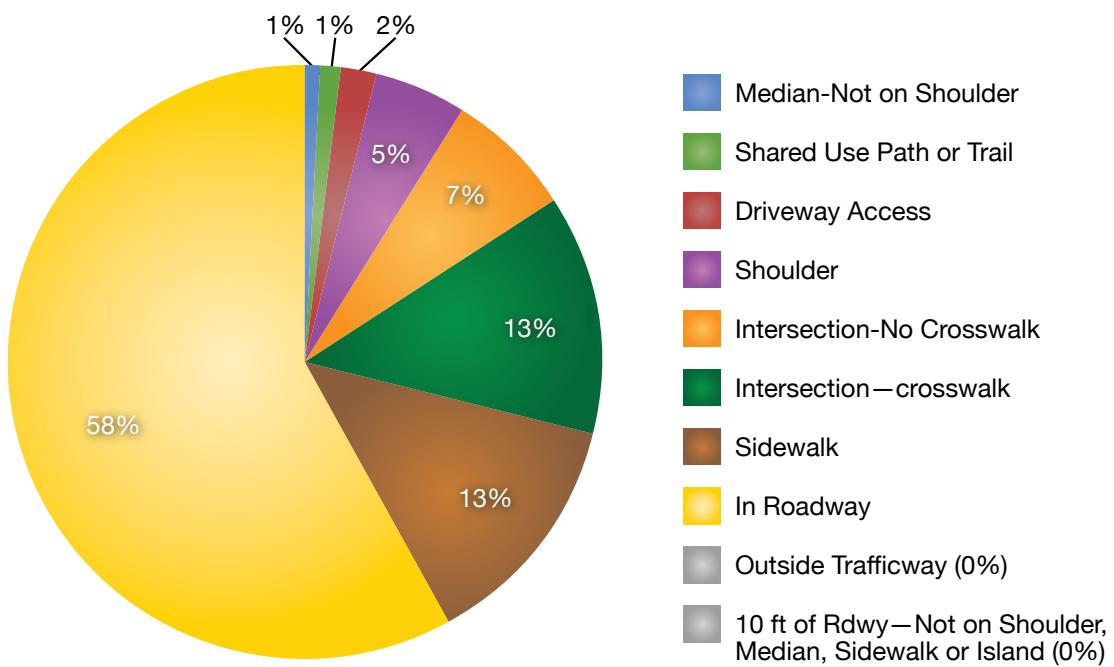
Looking again at helmet usage in these crashes, those recorded as Hispanic wore a helmet only 19.5 percent of the time, and African-Americans wore it only 13 percent of the time. The White/Caucasian patients wore helmets just over 50 percent, and those listed as “other populations” fared best, being helmeted 72.4 percent of the time.



Where: In the five year data from 2009-2013, the majority of bicycle fatalities, 57 percent, happened in Clark County, the most populated urban area in the state, followed by the only other urbanized area, Washoe County at 22.8 percent. Rural Lyon, Douglas and Nye counties each had 5.7 percent of the bike fatalities, and Churchill County saw one person killed, or 2.8 percent of the total.

By population, Clark County is in the bottom third of counties across the nation, while Lyon and Douglas counties are in the top third for bicycle fatalities, per capita.

Bicycle fatalities happen mostly in urban areas on arterial roads that are fast and wide. A significant number of critical injuries and fatalities happen on sidewalks, where riders think they are safer than on the fast streets, not understanding that drivers are not looking for them on the sidewalk, and especially when they ride against traffic, as many do. This is another potential educational opportunity, clearly defining where cyclists can and should ride, and when it is allowed to ride on the sidewalk. Currently, Nevada law states that when a cyclist is on the road it is considered a vehicle. Many parents, rightfully, are too scared to allow their children to ride on the streets of Las Vegas.



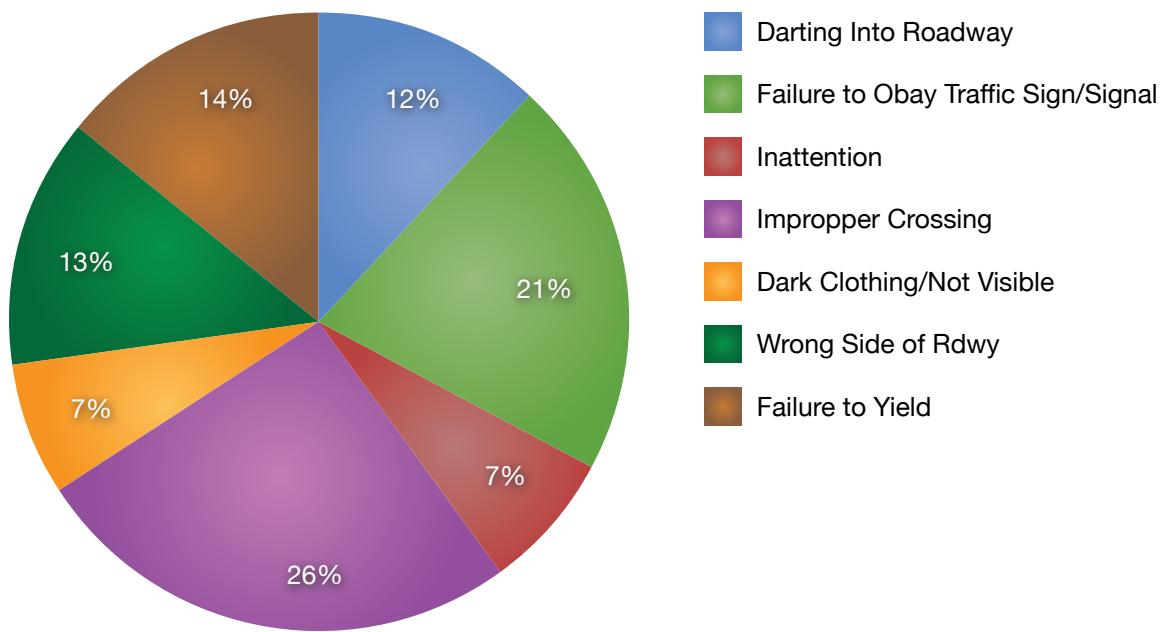
Fault for crash causation is equal, with both passenger vehicle driver and the cyclist each listed at fault 50 percent of the time.

When: Different from pedestrian fatalities, just under 70 percent of the bicycle fatalities occur during daylight. Mid-week is the most dangerous for cyclists, where fatalities peak on Tuesday and Thursday; critical injuries occur more often on Wednesdays and Saturdays; Sunday is by far the safest day to travel by bicycle in Nevada.

This data could possibly point to the number of commuters who use bikes and or bikes and buses during the work week. It is a little known fact that the bus system in Las Vegas carries as many bikes in one month as the bus system in Portland, OR, which is known as a cycling mecca.

Wednesday was the most dangerous day for pedal cyclists for the combined 26 fatalities and 330 serious injuries from 2009 to 2013. Saturday was the second-most severe day, with 57 fatalities and serious injuries

Why: The contributing factor listed most often on bicycle crashes is improper crossing, followed by failure to yield; both could be either the driver of the car or the rider of the bike, so it is difficult to narrow the focus down more than that. Data also indicates that riding on the sidewalk puts a cyclist at greater risk, as does "darting" into a roadway.



Another switch from pedestrian behavior of cyclists involved in crashes is of being impaired. Cyclists were impaired 25 percent of the time in fatal crashes, where 10.7 percent involved alcohol and 14.2 percent involved drugs. Passenger vehicle drivers were impaired at 14.2 percent (all alcohol).

Looking at trauma data for the state for 2012 and 2013, 17 percent of the cyclists admitted tested positive for alcohol, and none of them were helmeted.

Strategies

Under the Strategic Highway Safety Plan, bicyclists were formally added to the Pedestrian Critical Emphasis Area. There have been many efforts to support making streets safer for cyclists in Nevada, where safe routes are mandated in both Washoe and Clark County Action Plans. Hundreds of miles of additional bike lanes have been established in the past two years, and are growing weekly.

One possible opportunity for improvement is to create a law mandating helmet use in the upcoming 2017 Legislative Session. As mentioned previously, Nevada's bordering states do require bicycle helmets in their riding laws. It could be coupled with more clearly defining where bikes belong on the roadway (are safest), and if and when anyone is allowed to ride on the sidewalk.

The Nevada Department of Transportation coordinates the state's Safe Routes to School program, and encourages education and community events for school age children throughout the year, to walk or ride their bike to school instead of being driven. This year (2015) marked the sixth annual Nevada Moves Day in March:

"Whether as part of an organized event or not, Nevada Moves Day is an opportunity to help children learn more about pedestrian and bicycling safety," NDOT Bicycle, Pedestrian and Safe Routes to School Program Manager Bill Story explained. "And, whether it's for Nevada Moves Day or part of a daily routine, physical activity at an early age, such as walking or bicycling, helps reduce heart disease, diabetes and other obesity-related illnesses. Plus, walking or biking to school can lessen up to 25 percent of morning rush hour traffic that results from children being driven to school."

Countermeasure Strategy

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

Chapter 9: Bicycles

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

Funding Source

See funding source for project TS-2016-CARE-00096 on page 113.

Related Projects

TS- 2016-CARE-00096— CARE Coalition—Safety Assemblies in Nevada Elementary Schools

Funding Source: 402

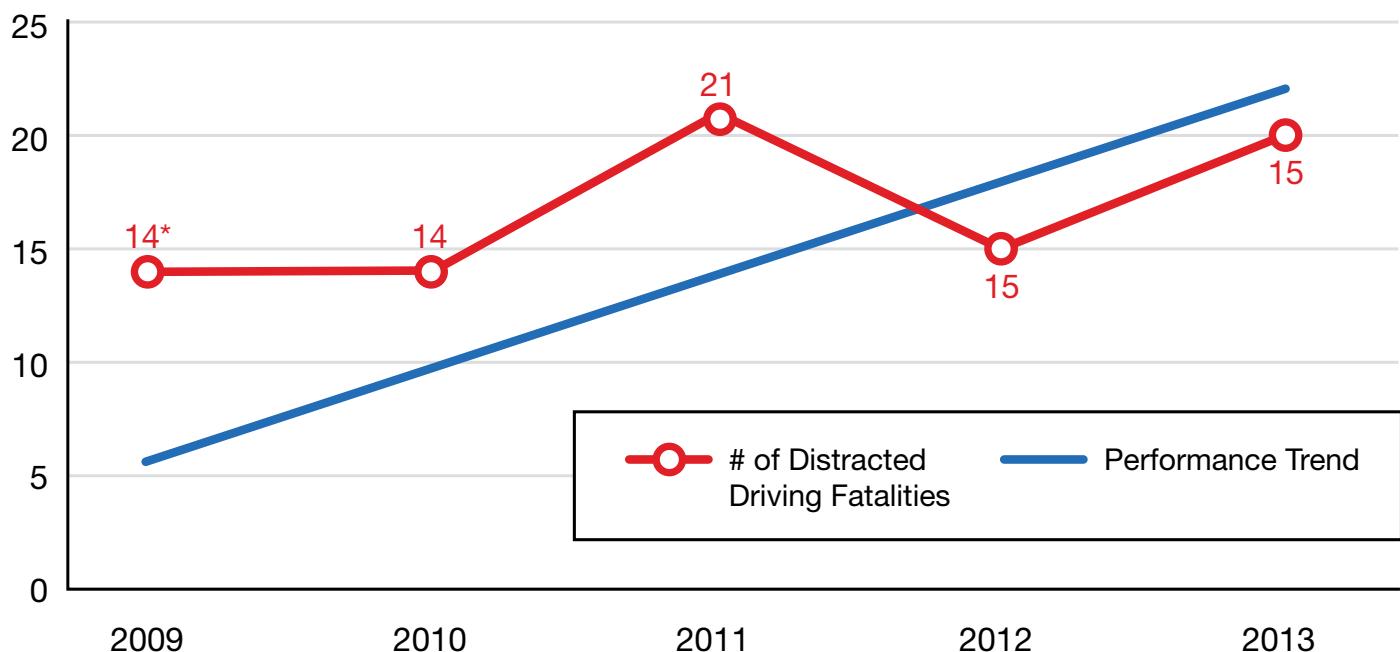
The main purpose of this project is to help the Office of Traffic Safety with its educational outreach efforts with respect to safety belt usage, helmet usage, and pedestrian awareness. This is a joint collaboration between the CARE Coalition (serving as the Fiscal Agency), Look Out Kids About, and George Dare, motivational speaker, singer, song writer, and music producer. Through community outreach and entertainment education, the goal is to increase the numbers of Nevada children who use their helmets

when riding their bikes and scooters to school, increasing seat belt use while riding in a motor vehicle, and increasing their awareness about looking both ways before crossing the street.

To conduct at least 48 “Safety” assemblies or educational events while school is in session during the FY 2016 grant year that will encourage elementary school-aged children to wear their seat belts, wear their helmets, and “look left, look right, then look left again” while walking or riding a bike to school. The target goal for Clark County is 30 schools. The target goal in Washoe County is 18 schools.

PERFORMANCE MEASURE 14

NUMBER OF DISTRACTED DRIVING FATALITIES



*FARS Distracted-related data was not available for NV prior to 2010; the number from 2010 was assumed also for 2009

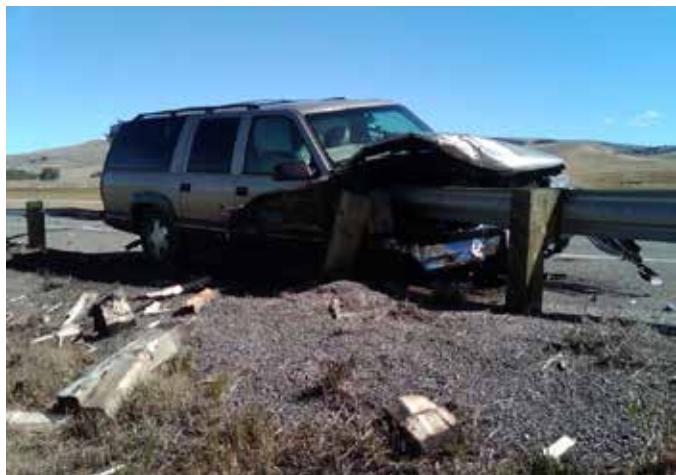
Justification for Performance Target

2016 performance targets are based on the most current linear trend for each performance measure. Based on these trend estimates for 2016, a rate per 100 Million Vehicle Miles Traveled (VMT) was determined. Each target for 2016 seeks to reduce the fatality rate per 100M VMT by one percent of the existing trend line; conversely, the target is to achieve performance that is one percent better than what the trend line currently indicates, referencing the relationship between VMT, the trend line, and actual fatality numbers.

There are inherent limitations in the data from distraction-related crashes, and due to the change in Fatality Analysis Reporting System (FARS) data coding, distraction-related crash data from 2010 forward cannot be compared to previous years of data. The FARS definition of a Distracted Driver crash is as follows:

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

Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA. In contrast, ‘Looked But Did Not See’ as causation for a crash is used when the driver is paying attention to driving (not distracted), but does not see the relevant vehicle or object (blind spot, etc.).



FY 2016 Target

Decrease the trending distracted driving fatality rate from the 2010-2013 four-year moving average (distracted driving data only available starting in 2010) of 18 to a five year moving average of only 21 by December 31, 2016.

Problem ID Analysis

Distracted-related fatalities for Nevada, as defined by FARS, have been relatively small numbers for the past four years per Table 1 below. For years 2010-2013, these crashes totaled 65, resulting in 70 fatalities, or an average of 17.5 distracted-related fatalities per year.

Distraction-Related Crashes & Fatalities

	2010		2011		2012		2013	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities
Total fatal Crashes/Fatalities	235	257	223	246	239	262	245	266
Distraction-Related	12	14	19	21	15	15	19	20
DR Percent of Total Crashes/Fatalities	5%	5%	9%	6%	6%	6%	8%	8%

However, because of Nevada’s small population and wide open spaces of VMT, these numbers still represent a significant percentage of all roadway fatalities in the state.

Nevada's 'no texting/electronic device usage while driving' law, or [NRS 484B.165](#), was enacted in 2011. It does allow for hands-free electronic communication while driving, however. Exemptions include those for first responders and emergency personnel while on duty and responding to an incident; and a 'Good Samaritan' law, if another driver uses their cell phone to contact 911 because of witnessing an incident.

Although Nevada's law was effective in 2011, the number of citations written during highly visible enforcement (HVE) events for distracted driving violations have not significantly decreased. Distracted Driving was added to the state's HVE problem focus areas in 2012, and is a focus area of the state's Strategic Highway Safety Plan (SHSP).

What: Between 2010 and 2013, there were 70 fatalities from distraction-related crashes in Nevada.

Who: In 2013, 245 fatal crashes were caused by distracted driving in Nevada. For 2009–2013, male drivers aged 26 to 35 were involved in most distracted driving fatalities and serious injury crashes, followed by male drivers aged 31 to 35.

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

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

Why: Distraction causation factors as listed in the crash reports indicate the following five driver distractions for the 70 crashes that occurred between years 2010-2013:

- Cell Phone
- Inattention
- Other Occupant
- Moving Object
- Eating

Countermeasure Strategy

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

Chapter 4 – Distracted and Drowsy Driving

Chapter 8 – Pedestrians

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

Funding Source

See funding source for projects TS-2016-UNLV-00021, TS-2016-NVOTS 658-00110 and 00095 on page 113.

Related Projects

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety—Public Outreach and Media

Funding Source: NDOT – 21

In tandem with the Joining Forces HVE campaigns, paid and earned media are conducted throughout the year to reinforce the message regarding safe driving behaviors. The goal for marketing and media in Nevada is to raise awareness of the need to change poor driver behaviors and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. The Office of Traffic Safety (OTS) will develop and publish behavior-altering public traffic safety announcements and messaging that address:

- 1) impaired driving
- 2) safety belt usage
- 3) pedestrian safety
- 4) motorcycle safety
- 5) distracted driving

In an effort to establish a downward trend in fatalities and serious injuries on Nevada's roadways. All campaigns are part of and support the state's "Zero Fatalities" mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada.

Each campaign focuses on the goal of each individual program priority (i.e., Occupant Protection, Impaired Driving, Pedestrian Safety, Motorcycle Safety, and Distracted Driving). Campaigns will include TV, radio, online, cinema, outdoor media, outreach, and educational materials when appropriate per campaign and target audience. These impactful safety messages will air in the media in tandem with Nevada's 2016 "Joining Forces" high-visibility enforcement events. OTS also partners with Strategic Highway Safety Plan (SHSP) partners and other traffic safety advocates to saturate the media with educational, life-changing, effective traffic safety messages that support SHSP strategies.

TS-2016-NVOTS 658-00095—Nevada Office of Traffic Safety—Joining Forces

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

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

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

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

**TS-2016-UNLV-00021—Board of Regents, Nevada System of Higher Education,
obo UNLV—Distracted Driving Intervention Targeting College Students**

Funding Source: 405(b)

Distracted driving is a public health and public safety problem in Nevada. It is estimated that 3500 distraction related crashes occur in the Silver State each year. The Nevada Highway Patrol issued 12,000 distracted driving tickets for use of electronic devices in 2012. Two possible solutions to decreasing motor vehicle crashes related to distracted driving are education and policy. This project will provide college-aged students with strategies to avoid and prevent distracted driving as well as inform them of Nevada law and the potential legal and civil consequences of not paying attention while driving. The current legal consequences of distracted driving include a \$50.00 fine for the first offense, \$100.00 for the second and \$250.00 for subsequent violations (Focus on the Road, 2014).

MEDIA AND MARKETING PLAN

The purpose of this project is to raise awareness of critical traffic safety issues (HSP 2016 Performance Measures 1-14) and the need to change poor driver behavior. The OTS will coordinate and purchase behavior-altering public traffic safety announcements and messaging that address: 1) impaired driving, 2) safety belt usage, 3) pedestrian safety, 4) motorcycle safety, and 5) distracted driving as well as other critical behaviors in an effort to establish a downward trend in fatalities and serious injuries. All campaigns are part of and support the state's Zero Fatalities mission.

Performance Goals

OTS will strive to accomplish specific and measurable objectives related to safety marketing during FY2016. The overarching goal will be to educate the public about roadway safety while increasing awareness of coordinated campaigns and messages to create a positive change in safety-related behaviors on Nevada's roadways, specifically:

1. Increase seat belt usage in the 2016 observational survey (or maintain at least 90 percent usage).
2. Reduce impaired driving crashes and fatalities in FY2016.
3. Increase compliance with Nevada's hand-held law.
4. Reduced pedestrian fatalities in FY2016.
5. Effectively reach and educate at-risk drivers and pedestrians through high-impact and engaging media channels.

This plan intends to strike an effective balance between offline awareness and online engagement by reaching a minimum of 85 percent of the target audience with a safety message a minimum average of 4 times for each driving behavior campaign.

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

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

- Collaborate with safety partners and Zero Fatalities ambassadors;
- Encourage social media interactions related to traffic safety messaging and capitalize on the large social media networks of media partners;
- Leverage existing organic resources and networks whenever possible in order to extend the impact of our campaigns;
- Tap into national content and research, encourage media partners to engage in campaigns, work with other state Departments, create training ties with large local businesses, etc.

Budget Category Descriptions

21-NDOT-OP – These funds will cover paid media services for Seat belt and Occupant Protection campaigns and education throughout November and May. TV, radio, bus stop shelter posters and outreach events may all be encompassed in this strategy. This Click It or Ticket campaign will also include billboards or other signage. This annual campaign includes a hard-hitting paid media message combined with stepped up enforcement of safety belt laws with the Joining Forces Program. OTS will be partnering with NDOT on this campaign and the message will be stretched to the maximum with the Zero Fatalities umbrella.

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

It should be noted that Hispanic-Latinos are over-represented in unbuckled and impaired crashes, but equal 25 percent of the state's population. However, they only represent less than five percent of pedestrian crash fatalities. This may be due in part to all OTS and Zero Fatalities educational efforts are presented in both English and Spanish languages, regardless of focus area.

21-NDOT-IMP – Impaired Driving Campaigns falling under this budget include March St. Patty's, July Independence Day holiday, September Labor Day, and the Christmas/New Year season. TV, radio, billboards, and print will feature a targeted DUI message around these typically heavy party and drinking times for young men. The annual campaigns include hard hitting paid media messages combined with stepped up enforcement of impaired driving laws.

Funding may also be used for educational materials as needed to maximize outreach efforts in cooperation with the National Highway Traffic Safety Administration, law enforcement agencies statewide, NDOT and Nevada's Zero fatalities umbrella campaign. This plan helps to maximize the reach and frequency of limited media dollars.

21-NDOT-MC – This funding source includes Northern and Southern Nevada targeted campaigns in October, May, and September, which coincide with peak riding times, national campaigns, and enforcement around motorcycle safety. During these times, there is a large influx of motorcycles on both the major freeways and the surface streets. DPS-OTS will reach the target audience of male adults age 25-54 as well as increase passenger vehicle driver awareness of motorcycles on Nevada roadways. Outdoors advertising will be utilized because it provides the optimum reach and frequency of message necessary to provide education on motorcycle safety with minimal verbiage to get the message across (and avoid distractions). Radio, print, digital promotion, and TV will also be utilized in addition to signage, with an emphasis on radio.

21-NDOT-PED – This project provides funding for Public Service Announcements and media relating to pedestrian safety. DPS-OTS will utilize radio & television Public Service Announcements (PSA's) to urge drivers to share the road, as well as promote enforcement campaigns. Billboards will be used to reach motorists to remind them to watch out for pedestrians who are walking and crossing roads safely. Bus stop shelter posters and bus posters will be used in the Clark County metro area.

21-NDOT-DIST – Distracted Driving messages will be combined with enforcement activities, TV, and radio promotion to maximize effectiveness and visibility. Campaigns and education may include other mediums such as promotion of "It Can Wait for 28" program activity which was successfully implemented by the Nevada DPS in the prior fiscal year. All distracted driving media campaigns will be conducted statewide and as with all other campaign messages, this effort will be combined with Nevada's Zero Fatalities initiative.

21-NDOT-PR-OUT – Public Outreach and Public Relations events will be scheduled in conjunction with existing program schedules. To reinforce and increase the effectiveness of local and national media messaging as well as enforcement calendars, the public will be provided opportunities to interact with OTS and NHP staff (e.g., Bikefest, Divas Day Out, Bite of Las Vegas, Mining Expo, River Run). Promotional items will be distributed to encourage indirect messaging and provide reminders when staff/media is not present.

Pedestrian Crashes by County and AMVMT

Project Number	Budget Category	Budget Amount	Funding Type
21-NDOT-OP	Occupant Protection Education & Media Campaigns	\$ 150,000	NDOT 21
21-NDOT-IMP	Impaired Driving Education & Media Campaigns	\$ 300,891	NDOT 21
21-NDOT-MC	Motorcycle Safety Education & Media Campaigns	\$ 200,000	NDOT 21
21-NDOT-PED	Pedestrian Safety Education & Media Campaigns	\$ 150,000	NDOT 21
21-NDOT-DIST	Distracted Driving Education & Media Campaigns	\$ 175,000	NDOT 21
21-NDOT-PR-OUT	Public Relations and Outreach for Occupant Protection, Impaired Driving, Pedestrian Safety, Motorcycle Safety and Distracted Driving	\$ 215,000	NDOT 21
TOTAL ALL FUNDS*		\$ 1,190,891.00	

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

Related Projects:

TS-2016-NVOTS 658-00110—Nevada Office of Traffic Safety—Marketing & Media

Funding Source: NDOT – 21

The Office of Traffic Safety will develop and publish behavior-altering public traffic safety announcements and messaging that address: 1) impaired driving, 2) occupant protection, 3) pedestrian safety, 4) motorcycle safety, and 5) distracted driving in an effort to encourage a downward trend in fatalities and serious injuries on Nevada's Roadways. All campaigns are part of and support the recently adopted Zero Fatalities mission and messaging and are designed to educate the public in Nevada. Hard-hitting media messages will air congruent with high-visibility enforcement events as organized by Joining Forces. OTS also partners with Strategic Highway Safety Plan (SHSP) partners and other traffic safety advocates saturating the media with educational, life-changing effective traffic safety messages that support SHSP strategies. Program-specific campaigns will include use of TV, radio, cinematic, and online promotion, as well as outdoor signage, outreach and distribution of educational materials when appropriate and as funding allows.

2016 Projected Media Calendar

Media efforts within this budget will attempt to align with Joining Forces' 2016 planned enforcement activity as well as NHTSA's 2016 national paid media calendar. The embedded file below reflects OTS estimates based on prior calendar years. The schedule should be treated as tentative until both entities have solidified 2016 calendars.

NV OTS FY16 TENTATIVE MEDIA CALENDAR

	OCTOBER '15	NOVEMBER '15	DECEMBER '15	JANUARY '16	FEBRUARY '16	MARCH '16	APRIL '16
NHTSA Traffic Safety Calendar							
Joining Forces Enforcement Calendar							
OTS Motorcycle Safety Fall	MOTORCYCLE						
OTS Impaired Halloween	IMP						
OTS CIOT Local		CIOT					
OTS Impaired Holiday			IMPAIRED				
OTS Impaired Super Bowl					IMP		
OTS Pedestrian Safety						PEDESTRIAN SAFETY	
OTS Impaired St. Patrick's Day						IMP	
OTS Distracted Driving							DISTRACTED
OTS Motorcycle Safety Spring							
OTS CIOT National							
OTS Impaired 4th July							
OTS Pedestrian Safety Summer							
OTS Impaired Labor Day							
OTS Motorcycle Safety Summer							

	MAY '16	JUNE '16	JULY '16	AUGUST '16	SEPTEMBER '16
NHTSA Traffic Safety Calendar					
Joining Forces Enforcement Calendar					
OTS Motorcycle Safety Fall					
OTS Impaired Halloween					
OTS CIOT Local					
OTS Impaired Holiday					
OTS Impaired Super Bowl					
OTS Pedestrian Safety					
OTS Impaired St. Patrick's Day					
OTS Distracted Driving					
OTS Motorcycle Safety Spring	MOTORCYCLE				
OTS CIOT National	CIOT				
OTS Impaired 4th July			IMP		
OTS Pedestrian Safety Summer				PEDESTRIAN	
OTS Impaired Labor Day					IMP
OTS Motorcycle Safety Summer					MOTORCYCLE

MEDIA CALENDAR COLOR KEY



OCCUPANT PROTECTION (CIOT)
IMPAIRED DRIVING
MOTORCYCLE SAFETY
PEDESTRIAN SAFETY

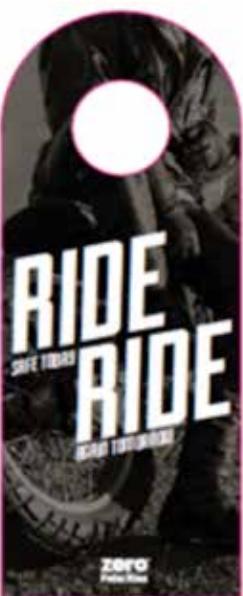


MOTOR COACH / WORK ZONE SAFETY
DISTRACTED DRIVING / FOCUS ON THE ROAD
BICYCLE SAFETY
SPEED / AGGRESSIVE DRIVING / RIDING

Creative Samples

The following creative has been utilized in previous marketing initiatives and will either be reused or refreshed during 2016, keeping with similar messaging and addressing the same behaviors.

MOTORCYCLE



Nevada Rider



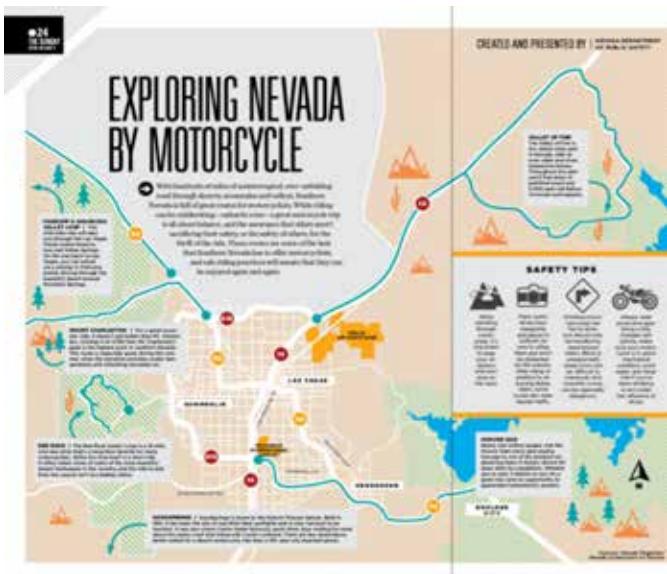
NevadaRider.com

zero Fatalities

Drive Safe Nevada

ZeroFatalitiesNV.com

DON'T RIDE IMPAIRED



OCCUPANT PROTECTION



YouTube

Advertisement 0:13 ⓘ

PLAN A SOBER RIDE OR GET ONE FROM US

Don't Drive Impaired

- How to Advertise on Facebook - 1 cent Facebook Advertising Cost - 1 cent Cost by athenamarketing 12,545 views
- Kathy Brown Vs Miami Calling - Dare Me (Aldo Haydar Rework) by athena2017 34,432 views
- Fairytale of New York (with Lyrics) by WhosYourDaddyCAT 104,300 views
- Queen - Bohemian Rhapsody (Official Video) by Queen Official 120,338,596 views
- Red Hot Chili Peppers - Otherside [Official Music Video] by Red Hot Chilli Peppers 52,008,492 views
- R.E.M. - Drive (Video)



December 16, 2014

LASVEAS SUN

DON'T FIND YOURSELF ON THE WRONG SIDE OF BEING IMPAIRED.

EMGN = 12 ENTERTAINMENT MOVIES GAMING >

FOR MORE ILL-FATED FAKE-OUTS

zero Fatalities

PEDESTRIAN

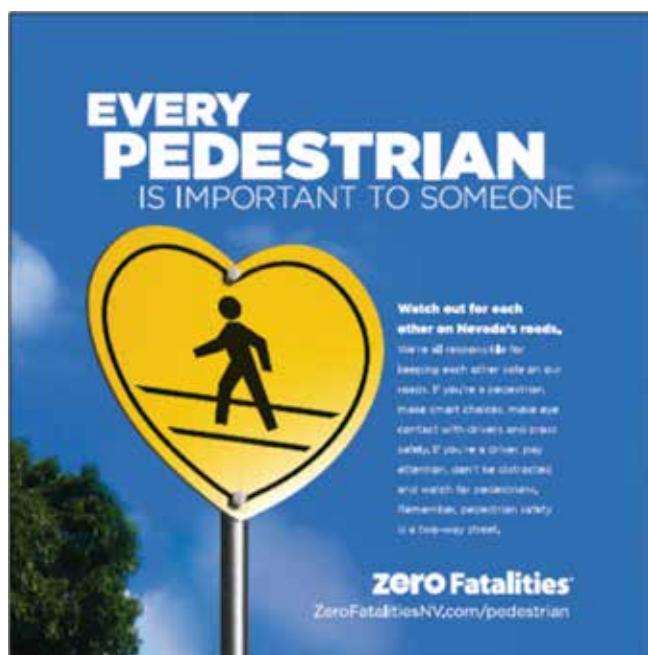


zero Fatalities Zero Fatalities Nevada
 Sponsored · 48

Look before crossing.



337,374 Views
 Like · Comment · Share · 2,299 148 446



DISTRACTED



PUBLIC RELATIONS/OUTREACH



FEDERAL FUNDING SUMMARY FFY 2016

Project Number	Budget Source	Project Name	Budget
TS- 2016-NVOTS 658-00106	Cat 10	First Responder/Public Health CPS Training	\$15,000.00
TS-2016-NVOTS 658-00080	402	Professional Development	\$19,746.00
TS-2016-NVOTS 658-00077	NDOT-21	Program Management	\$120,000.00
TS-2016-NVOTS 658-00079	405(c)	Program Management: Temps	\$80,000.00
TS-2016-NVOTS 658-00084	405(c)	Program Management: Traffic Records	\$20,000.00
TS-2016-NVOTS 658-00112	NDOT-21	Program Management: Media	\$150,000.00
TS-2016-NVOTS 658-00114	NDOT-21	HSP/Annual Report	\$35,000.00
TS-2016-NVOTS 658-00083	402, 405(b), 405(d)	Program Management: Joining Forces	\$100,000.00
TS-2016-NVOTS 658-00085	402	Program Management: Pedestrian	\$224,000.00
TS-2016-NVOTS 658-00081	405(b)	Program Management - Occupant Protection	\$100,000.00
TS-2016-NVOTS 658-00076	2010	Program Management - Motorcycle Safety	\$100,603.00
TS-2016-NVOTS 658-00082	405(d)	Program Management-Impaired Driving	\$147,000.00
TS-2016-NVOTS 658-00078	402	P & A: Planning & Administration (100% state match)	\$275,000.00
TS-2016-NVOTS 658-00110	NDOT-21	Media & Marketing/PR Outreach	\$2,381,782.00
TS-2016-NVOTS 658-00111	NDOT-21	Zero Teen Fatalities	\$500,000.00
TS-2016-UNR UNSOM-00067	NDOT-21	Risk Taking Behaviors and Vehicular Crashes: Data-Driven Identification of Behaviors and Intervention	\$191,047.00
TS-2016-NVOTS 658-00121	405(c)	Traffic Records Coordinating Committee (TRCC)	\$15,000.00
TS-2016-NVOTS 658-00122	NDOT-21, 405(c)	NCATS (Nevada Citation & Accident Tracking System) Modernization: Brazos Contract	\$200,000.00
TS-2016-NVOTS 658-00123	NDOT-21	NCATS (Nevada Citation & Accident Tracking System) MSA	\$100,000.00
TS-2016-NVOTS 658-00124	405(c)	Traffic Records Fixed Deliverables	\$200,000.00

Project Number	Budget Source	Project Name	Budget
TS-2016-NVOTS 658-00087	405(b)	Fixed Deliverables	\$35,000.00
TS-2016-NVOTS 658-00095	402, 405(b), 405(d)	Joining Forces	\$4,044,829.00
TS-2016-NVOTS 658-00090	405(d)	CMI Intoxilizer-Software & Maintenance	\$10,000.00
TS-2016-NVOTS 658-00088	405(d)	Impaired Driving- Judicial Training and Professional Training	\$10,000.00
TS-2016-NVOTS 658-00089	405(d)	Traffic Safety Resource Prosecutor (TSRP)	\$10,000.00
LFD-2016-00004	NDOT-21	SHSP Awards	\$5,000.00
TS-2016-Drivers Edge-00075	NDOT-21	Driver's Edge- Teen Safe Driving Program	\$258,210.00
TS-2016-UNR 658-00043	405(d)	Do the Ride Thing	\$46,896.00
TS-2016-UNR-00035	405(b)	Pedestrian Safety Project	\$29,566.00
TS-2016-NLVPD-00059	NDOT-21	Pedestrian Safety Education & Awareness	\$98,912.00
TS-2016-NVOTS- 658-00109	405(d)	24/7 Impaired Driving Implementation	\$50,000.00
TS-2016-NVOTS 658-00125	405(c)	TR-RMS Interfaces	\$50,000.00
TS-2016-NVOTS- 658-00108	405(d)	DPS Training Division: ARIDE	\$10,000.00
TS-2016-LVMPD- 658-00004	405(d)	Las Vegas Metro DUI Van Program	\$104,268.00
TS- 2016-REMSA-00120	405(b)	REMSA Point of Impact	\$83,862.00
TS-2016-NHP 658-00117	405(c)	Crash Data Analyst Training	\$19,490.00
TS-2016-DPS NHP-00034	405(c)	Collision Reconstruction Training	\$18,196.00
TS-2016-DPS NHP-658-00050	405(d)	DUI Enforcement Saturation Patrols	\$250,000.00
TS-2016-RWFRC-00119	402	Ron Wood Child Car Seat Safety Program	\$56,224.00
TS- 2016-EV Fam-00051	402	Occupant Protection Program	\$62,073.00
TS-2016-LVJC- 658-00009	405(d)	Las Vegas Justice DUI Court	\$80,000.00
TS-2016-WC 2nd Jud Ct-00058	405(d)	Washoe County Felony DUI Court	\$20,000.00
TS-2016-CC District Court-00023	405(d)	Carson City Felony DUI Court	\$50,000.00
TS-2016-DAS DUI Diversion-00027	405(d)	Douglas Co DUI Diversion Prog	\$31,000.00
TS- 2016-CARE-00096	402	Safety Assemblies in NV Elementary Schools	\$55,000.00
TS-2016-StCSO-00101	402	ProLaser" Radar Units	\$3,988.00

Project Number	Budget Source	Project Name	Budget
TS-2016-EuCSO-00028	402	Eureka Co Sheriff Radar Grant	\$5,697.00
TS-2016-HGhsop 658-00042	NDOT- 21	Portable Extrication Equip-Humboldt Gen Hosp	\$30,650.00
TS-2016-UNLV-00038	NDOT-21, 405(b)	Vulnerable Rd Users-UNLV	\$150,873.00
TS-2016-RPD-00070	NDOT-21	Reno PD Pedestrian Safety Program	\$64,366.00
TS- 2016-HGhosp-00069	402	Regional Child Passenger Safety	\$17,231.00
TS-2016-No LT Fire-00024	NDOT-21	Hydraulic Rescue Pump Improvement	\$34,846.00
TS-2016-Frontier Community Coalition-00007	405(d)	Tri-County-Impaired Driving Awareness Program	\$16,000.00
TS-2016-UNLV-00021	405(b)	Distracted Driving Intervention Targeting College Students	\$35,889.00
TS-2016-RPD-00068	405(c)	Faro Focus 3D-X330 Laser	\$78,768.00
TS-2016-N. Lyon FIrre-00073	NDOT-21	Traffic Safety and Training	\$18,790.00
TS-2016-UNR-00040	402	Community Attitude Survey	\$45,000.00
TS-2016-UNR-00044	405(b)	Car Safety Seat Survey	\$49,793.00
TS-2016-Nye Comm-00017	402	Nye Comm Coalition-Occupant Protection	\$45,428.00
TS-2016-WCSO-00105	405(c)	TS Equipment: Tablets	\$32,178.00
TS-2016-CLC Fire Prot-00033	402	Child Safety Seat Program	\$10,000.00
TS-2016-UNLV-00014	405(b)	Observational Seat Belt Use Survey	\$90,000.00
TS-2016-UNLV-00036	405(b)	Driver's Edge—Drivers Edge: Assessment through Smartphone App	\$38,000.00
TS-2016-DPS NHP-00126	NDOT-21	Nevada Highway Patrol- Event Overtime	\$20,000.00

GLOSSARY

ACRONYMS OF THE NEVADA HIGHWAY SAFETY OFFICE

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

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

OTS PROGRAM AREAS

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

OTS FUNDING GLOSSARY

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

APPENDIX A

Brian Sandoval
Governor



1
James M. Wright
Director

Jackie Muth
Deputy Director

Office of Traffic Safety

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APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: NEVADA

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

Capitol Police • Office of Criminal Justice Assistance • Emergency Management/Homeland Security
State Fire Marshal • General Services • Highway Patrol • Investigations • Parole and Probation • Office of Professional Responsibility
Office of Traffic Safety • Training • Board of Parole Commissioners • Emergency Response Commission

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reportin_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. 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), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527

of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), 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)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-111, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under

grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING:

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, 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.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. 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.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, 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

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

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. 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)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, 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:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(b)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidence-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))¹⁰

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

- Participation in the National high-visibility law enforcement mobilizations;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
- (23 U.S.C. 402(b)(1)(F))

The State will 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. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(e)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.


Signature Governor's Representative for Highway Safety

06/19/2015

Date

James M. Wright

Printed name of Governor's Representative for Highway Safety

APPENDIX B

State: Nevada

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2016-HSP-1
For Approval

Page: 1
Report Date: 06/09/2015

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA 402								
Planning and Administration								
PA-2016-TS-00-78	TS-00-78-NVOTS P & A		\$0.00	\$275,000.00	\$0.00	\$275,000.00	\$275,000.00	\$0.00
Occupant Protection								
OP-2016-TS-00-17	TS-00-17 Nye Comm Coalition-OP		\$0.00	\$11,357.00	\$0.00	\$45,428.00	\$45,428.00	\$0.00
OP-2016-TS-00-33	TS-00-33 Central Lyon Co-FD-CPS		\$0.00	\$2,500.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
OP-2016-TS-00-40	TS-00-40-UNR - Attitude survey		\$0.00	\$11,250.00	\$0.00	\$45,000.00	\$45,000.00	\$0.00
OP-2016-TS-00-51	TS-00-51 E Valley Family Services-CPS		\$0.00	\$15,518.25	\$0.00	\$62,073.00	\$62,073.00	\$0.00
OP-2016-TS-00-69	TS-00-69-Lumboldt Gen Hosp-CPS		\$0.00	\$4,307.75	\$0.00	\$17,231.00	\$17,231.00	\$0.00
OP-2016-TS-00-79	TS-00-79-NVOTS-Temp Employees		\$0.00	\$8,750.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
OP-2016-TS-00-80	TS-00-80-NVOTS- PROF DEV		\$0.00	\$4,936.50	\$0.00	\$19,746.00	\$19,746.00	\$0.00
OP-2016-TS-00-89	TS-00-95-NVOTS OP JF ENF		\$0.00	\$56,250.00	\$0.00	\$225,000.00	\$225,000.00	\$0.00
OP-2016-TS-01-19	TS-01-19 Ron Wood FRC-car seat safety		\$0.00	\$14,056.00	\$0.00	\$56,224.00	\$56,224.00	\$0.00
Occupant Protection Total								
Pedestrian/Bicycle Safety								
PS-2016-TS-00-85	TS-00-85-NVOTS-Program Mangement		\$0.00	\$56,000.00	\$0.00	\$224,000.00	\$224,000.00	\$0.00
PS-2016-TS-00-95	TS-00-95-NVOTS-Ped JF Enf		\$0.00	\$68,750.00	\$0.00	\$275,000.00	\$275,000.00	\$0.00
PS-2016-TS-00-96	TS-00-96-CARE-Ped safety in schools		\$0.00	\$13,750.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00
Pedestrian/Bicycle Safety Total								
Speed Management								
SC-2016-TS-00-83	TS-00-83-NVOTS-Program Management JF		\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
SC-2016-TS-01-15	TS-01-15-NVOTS-LEL		\$0.00	\$20,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
Speed Management Total								
U.S. Department of Transportation National Highway Traffic Safety Administration								
Highway Safety Plan Cost Summary								
2016-HSP-1								
For Approval								
State: Nevada								
Page: 2								
Report Date: 06/09/2015								
NHTSA 402								
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
SC-2016-TS-09-5A	TS-09-5A-NVOTS-JF CONF		\$0.00	\$5,000.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00

SC-2016-TS-09-5B	TS-09-5B-NVOTS-JF TRAVEL	
Speed Management Total		
SE-2016-TS-00-28	TS-00-28 Eureka Co SO-radar	\$0.00 \$37,750.00
SE-2016-TS-00-95	TS-00-95-NVOTS-JF ENF SPEED	\$0.00 \$1,424.25
SE-2016-TS-01-01	TS-01-01 Storey Co SO-radar	\$0.00 \$118,500.00
Speed Enforcement Total		
DD-2016-TS-00-95	TS-00-95-NVOTS-DD JF Enh	\$0.00 \$120,921.25
Distracted Driving Total		
NHTSA 402 Total		

2010 Motorcycle Safety

2010 Motorcycle Safety Incentive	K6-2016-TS-00-76	TS-00-76-NVOTS-Motorcycle Prgrm Mgmtnt
2010 Motorcycle Safety Total		
MAP 21 405b OP High		
405b High Community CPS Services		

405b High Community CPS Services Total

M1CPS-2016-TS-00-44	TS-00-44 UNR -Car seat safety survey	\$0.00 \$12,448.25
M1CPS-2016-TS-01-20	TS-01-20 REMSA Point of impact CPS	\$0.00 \$20,965.50
405b High Community CPS Services Total		
405b OP High		
405b OP High Total		

State: Nevada

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

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
M1X-2016-TS-00-36	TS-00-36 Drivers Edge Assessment	\$0.00	\$9,500.00	\$0.00	\$38,000.00	\$38,000.00	\$0.00	\$0.00
M1X-2016-TS-00-81	TS-00-34-NVOTS-Program management OP	\$0.00	\$32,111.25	\$0.00	\$128,445.00	\$128,445.00	\$0.00	\$0.00
M1X-2016-TS-00-83	TS-00-83-NVOTS-Program Management JF-OP	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00	\$0.00
M1X-2016-TS-00-87	TS-00-87-NVOTS-Limited fixed deliverable	\$0.00	\$8,750.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00	\$0.00
405b OP High Total			\$0.00	\$79,111.25	\$0.00	\$316,445.00	\$316,445.00	\$0.00
405b High Pedestrian/Bicycle Safety								
M1*PS-2016-TS-00-35	UNRPD- Ped Safety	\$0.00	\$7,391.50	\$0.00	\$20,566.00	\$20,566.00	\$0.00	\$0.00
M1*PS-2016-TS-00-38	UNLV-Vulnerable Road Users	\$0.00	\$31,250.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00	\$0.00
405b High Pedestrian/Bicycle Safety Total			\$0.00	\$38,641.50	\$0.00	\$154,566.00	\$154,566.00	\$0.00

405b High Police Traffic Services MI1*PT-2016-TS-09-5C TS-09-5C -JF Incentive awards master
405b High Police Traffic Services Total

405b High Distracted Driving M11*DD-2016-TS-00-21 TS-00-21 UNLV-Distracted Drvg-college st
405b High Distracted Driving Total

MAP 21 405b Data Program Total

MAP 21 405c Data Program Total

Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
M3DA-2016-TS-00-34	TS-00-34 NHP Collision Reconstruction Tr	\$0.00	\$3,750.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00
M3DA-2016-TS-00-68	TS-00-68 Reno PD-Faro focus laser	\$0.00	\$19,632.00	\$0.00	\$78,768.00	\$78,768.00	\$0.00
M3DA-2016-TS-00-79	TS-00-79-NVOTS-Temporary Employees	\$0.00	\$20,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
M3DA-2016-TS-00-84	TS-00-84-NVOTS-Program Management-TR	\$0.00	\$5,000.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
M3DA-2016-TS-01-05	TS-01-05 Washoe Co SO-tablets	\$0.00	\$8,044.50	\$0.00	\$32,178.00	\$32,178.00	\$0.00
M3DA-2016-TS-01-17	TS-01-17 NHP-Crash Data Analyst Trng	\$0.00	\$4,872.50	\$0.00	\$19,490.00	\$19,490.00	\$0.00

State: Nevada

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

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
M3DA-2016-TS-01-21	TS-01-21-NVOTS-TRCC mtrs	\$0.00	\$3,750.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00	\$0.00
M3DA-2016-TS-01-22	TS-01-22 NCATS Mod-Brazos	\$0.00	\$69,017.50	\$0.00	\$676,070.00	\$676,070.00	\$0.00	\$0.00
M3DA-2016-TS-01-24	TS-01-24 TR Fixed Deliverables Grants	\$0.00	\$50,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00	\$0.00
M3DA-2016-TS-01-25	TS-01-25 TR-RMS Interfaces (Spillman)	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405c Data Program Total		\$0.00	\$297,425.50	\$0.00	\$1,189,702.00	\$1,189,702.00	\$0.00	\$0.00
MAP 21 405c Data Program Total			\$0.00	\$297,425.50	\$0.00	\$1,189,702.00	\$1,189,702.00	\$0.00
MAP 21 405d Impaired Driving Mid HVE								
5SHVE-2016-TS-00-04	TS-00-04 LVMPD-DUI Van	\$0.00	\$26,067.00	\$0.00	\$104,268.00	\$104,268.00	\$0.00	\$0.00
5SHVE-2016-TS-00-50	TS-00-50 NHP Saturation Patrol Enf	\$0.00	\$62,500.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00	\$0.00
5SHVE-2016-TS-00-95	TS-00-95-NVOTS-Impaired Driving JF Enf	\$0.00	\$145,000.00	\$0.00	\$580,000.00	\$580,000.00	\$0.00	\$0.00
405d Mid ID Coordinator		\$233,567.00	\$0.00	\$934,268.00	\$934,268.00	\$0.00	\$0.00	\$0.00
M5IDC-2016-TS-00-82	TS-00-82-NVOTS-Program Management AL	\$0.00	\$36,750.00	\$0.00	\$147,000.00	\$147,000.00	\$0.00	\$0.00
M5IDC-2016-TS-00-83	TS-00-83-NVOTS-Program Management JF	\$0.00	\$49,250.00	\$0.00	\$197,000.00	\$197,000.00	\$0.00	\$0.00
405d Mid ID Coordinator Total								
405d Mid Court Support								
M5CS-2016-TS-00-09	TS-00-09 Las Vegas Justice Court-DUI Prg	\$0.00	\$20,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00	\$0.00

APPENDIX D

Brian Sandoval
Governor



James M. Wright
Director

Jackie Muth
Deputy Director

Director's Office

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

June 15, 2015

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Nevada Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.


Signature Governor's Representative for Highway Safety

6/15/2015

Date

James M. Wright, Director, Department of Public Safety - GR

Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [Fill in all blanks below.]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # NV_FY16_405b_CIOT Exhibit 1.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # NV_FY16_405b_OP_Plan Exh 2.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # NV_FY16_405b_NV_CPS_Stations Exh 3 & NV_FY16_405b_NV_CPS_Stations Exh 3a & NV-FY16_405b_NV_CPS_Stations Exh 3b.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # NV_FY16_405b_NV_CPS_Techs Exh 4 & NV_FY16_405b_NV_CPS_Techs Exh 4a & NV-FY16_405b_NV_CPS_Techs Exh 4b.

Lower Seat belt Use States: [Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

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

Legal citations:

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

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- The State's **occupant protection program assessment**: *[Check one box below and fill in any blanks under that checked box.]*
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;
OR
 The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

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

- A copy of [**check one box only**] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # NV_FY16_405c_Exh_1_TRCC_Charter.pdf or submitted electronically through the TRIPRS database on _____.
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # NV_FY16_405C_Exh_2_TRCC Meetings.pdf or submitted electronically through the TRIPRS database on _____.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # NV_FY16_405c_Exh_3_TRCC Member.pdf or submitted electronically through the TRIPRS database on _____.
- The name and title of the State's Traffic Records Coordinator is
Benjamin West - Traffic Records Program Manager.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # NV_FY16_405c_Exh_4_Strat_Plan.pdf or submitted electronically through the TRIPRS database on _____.
- [**Check one box below and fill in any blanks under that checked box.**]
 The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.

OR

- If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # NV_FY16_405c_Exh_5_Progress.pdf.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 5/12/2015.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [*Check one box below and fill in any blanks under that checked box.*]
 The statewide impaired driving plan approved by a statewide impaired driving task force was issued on 9/1/2013 and is provided as HSP attachment # NV-FY16_405d_Exh_1_IDSP;
OR
 For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # NV_FY16_405d_Exh_2_IDTF.

High-Range State:

- [*Check one box below and fill in any blanks under that checked box.*]
 A NHTSA-facilitated assessment of the State's impaired driving program was conducted on ;
OR
 For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- [*Check one box below and fill in any blanks under that checked box.*]
 For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
OR
 For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on is provided as HSP attachment # .

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # NV_FY16_405f_Exh_1.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # NV_FY16_405f_Exh_2 & NV_FY16_405f_Exh_7.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # NV_FY16_405f_Exh_3, NV_FY16_405f_Exh_9 and NV_FY16_405f_Exh_18.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # NV_FY16_405f_Exh_4.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # NV_FY16_405f_Exh_5 & NV_FY16_405f_Exh_6.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # NV_FY15_405f_Exh_1.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # NV_FY15_405f_Exh_13.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # NV_FY16_405f_Exh_11, NV_FY16_405f_Exh_19, NV_FY16_405f_Exh_20, NV_FY16_405f_Exh_16 and NV_FY16_405f_Exh_17.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # NV_FY16_405f_Exh_15 and NV_FY16_405f_Exh_10.
- Copy of the State strategic communications plan is provided as HSP attachment # NV_FY16_405f_Exh_14 and NV_FY16_405f_Exh_8.

Reduction of fatalities and crashes involving motorcycles:

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

Impaired driving program:

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

Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

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

Legal citation(s):

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

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

NV_FY16_405f_Exh_21 and NV_FY16_405f_Exh_23

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

Sections 1-3. (Deleted by amendment.)

Sec. 3.3. NRS 482.129 is hereby amended to read as follows:
482.129 "Trimobile" means every motor vehicle designed to travel with three wheels in contact with the ground, [two] at least one of which [are] is power driven. The term does not include a motorcycle with a sidecar.

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

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

AND

- The State's law appropriating funds for FY 16 that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Exhibit NV_FY16_405f_Exh_22

NRS482.400 Fees for registration, exceptions, account for verification of insurance. [Effective until the earlier of October 1, 2015, or the date on which the Director of the Department of Motor Vehicles notifies the Governor and the Director of the Legislative Counsel Bureau that sufficient resources are available to enable the Department to carry out the provisions of chapter 472, Statutes of Nevada 2013, at page 2812.] There must be paid to the Department for the registration or the transfer or reinstatement of the registration of motor vehicles, trailers and semitrailers, fees according to the following schedule:

1. Except as otherwise provided in this section, for each stock passenger car and each reconstructed or specially constructed passenger car registered to a person, regardless of weight or number of passenger capacity, a fee for registration of \$33.

2. Except as otherwise provided in subsection 3:

(a)For each of the fifth and sixth such cars registered to a person, a fee for registration of \$16.50.

(b)For each of the seventh and eighth such cars registered to a person, a fee for registration of \$12.

(c)For each of the ninth or more such cars registered to a person, a fee for registration of \$8.

3. The fees specified in subsection 2 do not apply:

(a)Unless the person registering the cars presents to the Department at the time of registration the registrations of all the cars registered to the person.

Applying as a Data State –

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

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)

- Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

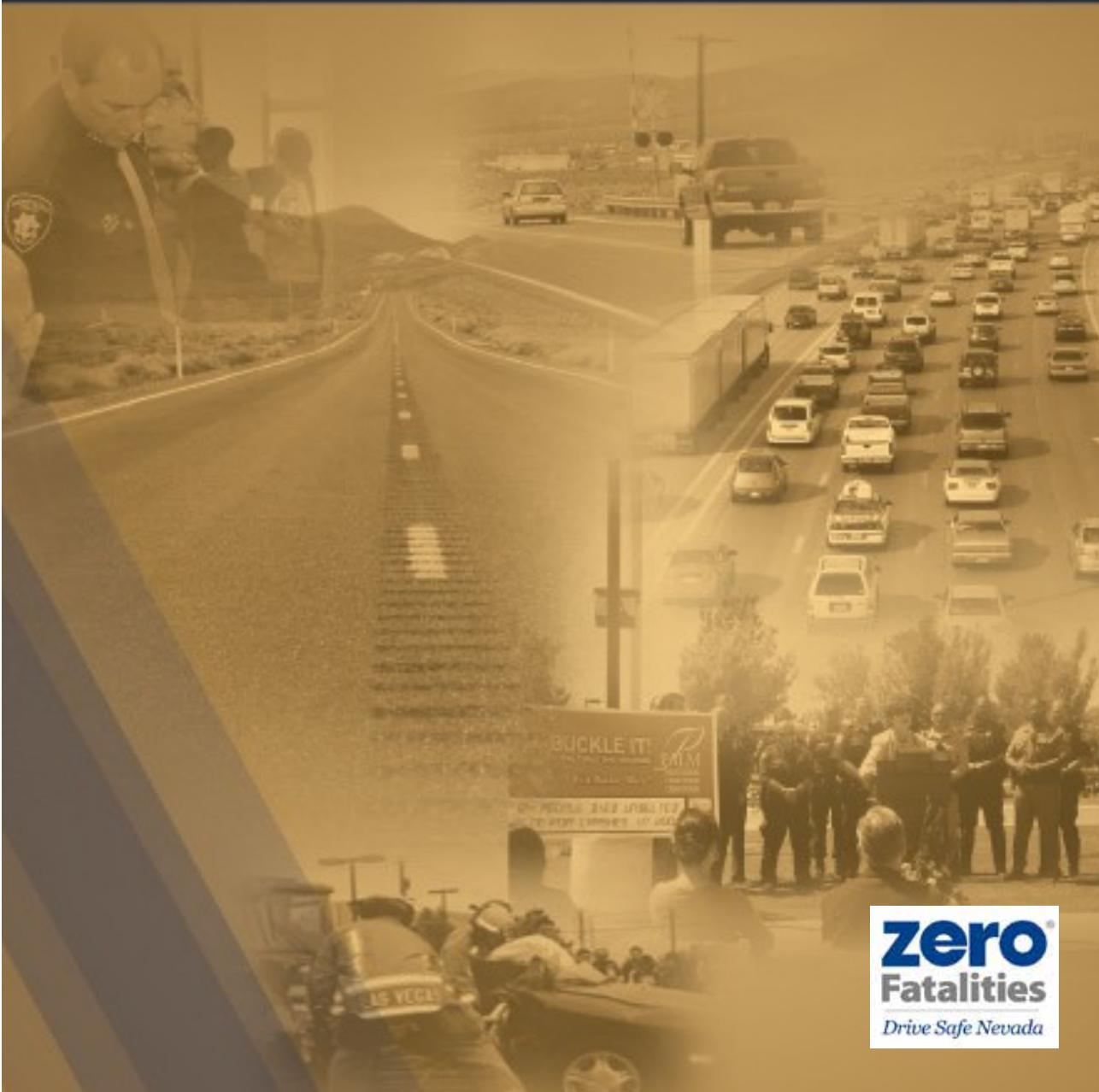
OR

- Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

- Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

The 2013 Nevada Impaired Driving Strategic Plan



zero
Fatalities
Drive Safe Nevada

2013 Nevada Impaired Driving Strategic Plan

The 2013 Nevada Impaired Driving Strategic Plan

FFY 2015

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Acknowledgements

The Nevada Impaired Driving Strategic Plan (IDSP) reflects the priorities, goals, and objectives established through the Nevada Strategic Highway Safety Plan (SHSP). The update and implementation of the SHSP, and in turn the IDSP, would not be possible without the hard work and commitment of the Nevada Executive Committee on Traffic Safety (NECTS) and the Technical Working Group (TWG). Both Groups have dedicated significant amounts of volunteer time and effort toward the development of the direction of Nevada's impaired driving program and saving the lives of Nevadans. Members of these committees are shown below.

Special acknowledgements also go to Ken Mammen, Safety Engineer, Nevada DOT and Traci Pearl, Administrator, Department of Public Safety Office of Traffic Safety, for their leadership of the process and their on-going commitment to transportation safety.

NECTS Committee Members

NECTS Agency Department	Department Head	NECTS Appointee
Nevada Department of Transportation (NDOT)	Rudy Malfabon	Rudy Malfabon Tom Greco
Department of Public Safety	Jim Wright	Jim Wright Traci Pearl
Department of Motor Vehicles (DMV)	Troy Dillard	TBD
Department of Health and Human Services	Mike Willden	Pat Irwin
Department of Education	Rorie Fitzpatrick	TBD
Regional Transportation Commission (RTC) of Southern Nevada	Tina Quigley	Tina Quigley
RTC of Washoe County	Lee Gibson	TBD
Nevada Association of Counties	Jeff Fontaine	Jeff Fontaine
Nevada Sheriffs and Chiefs	Sheriff Allen Veil	Bob Roshak
Federal Highway Administration (Ex-officio member)	Susan Klekar	Susan Klekar
Federal Motor Carriers (Ex-officio member)	Bill Bensmiller	Bill Bensmiller
Administrative Office of the Courts	Robin Sweet	Robin Sweet
Nevada League of Cities	David Fraser	David Fraser
Las Vegas Metropolitan Police Department	Sheriff Douglas Gillespie	Mark Tavarez
Henderson Police Department	Chief Patrick Moers	TBD
Regional Emergency Medical Services Authority	James Gubbles	James Gubbles
National Highway Traffic Safety Administration (Ex-officio member)	Bill Watada	Bill Watada

Technical Working Group Members

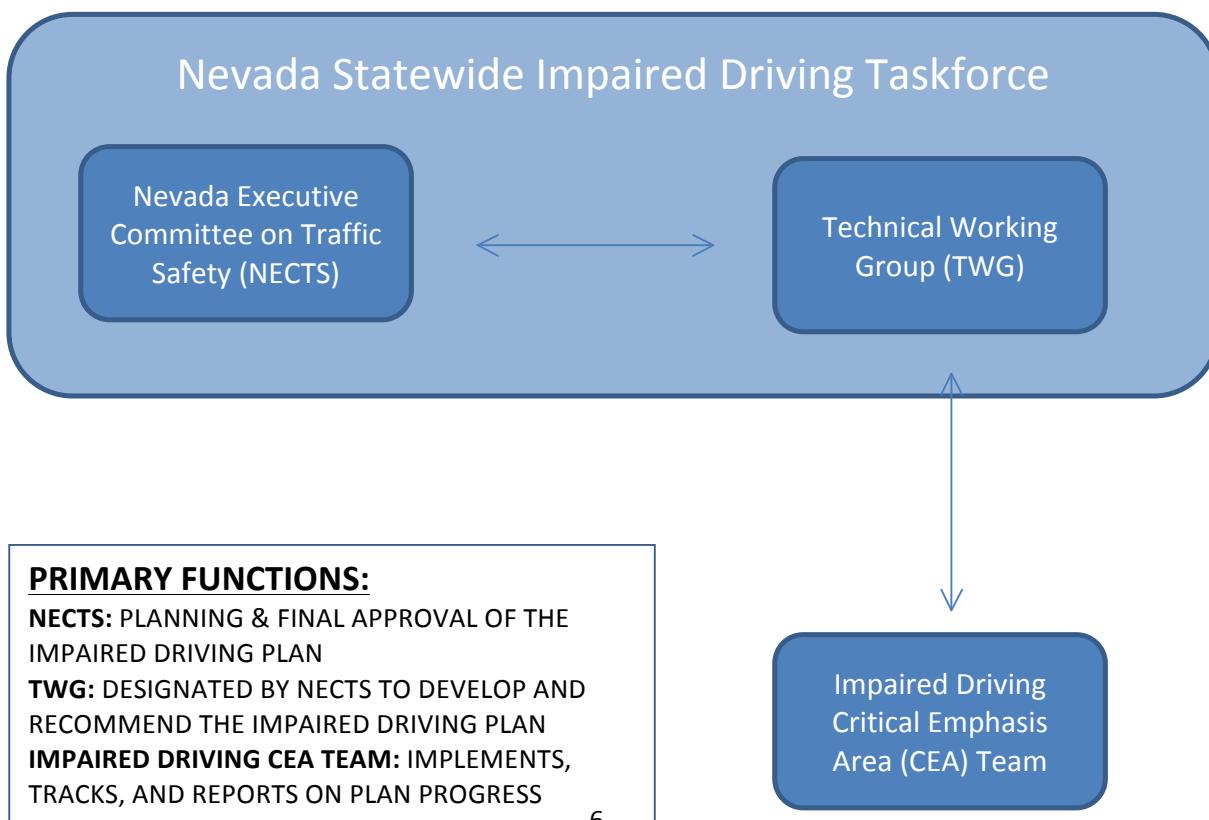
Technical Working Group Member	Organization
Dennis Baughman	Nevada Department of Transportation
Bill Bensmiller	Federal Motor Carrier Safety Administration
Eddie Bowers	Department of Public Safety/Nevada Highway Patrol
Erin Breen	Safe Communities Partnership
Joanna Wadsworth	City of Las Vegas
Jim Ceragioli	Nevada Department of Transportation
Leonard Marshall	Las Vegas Metropolitan Police Department
Eric Dornak	American Traffic Safety Services Association
Capri Barnes	UNLV-TRC Center for Safety Research
Mohammed Farhan	Regional Transportation Commission of Southern Nevada
Thor Dyson	Nevada Department of Transportation
Patrice Echola	Regional Transportation Commission of Washoe County
Jon Ericson	City of Sparks Public Works Department
Gina Espinosa-Salcedo	National Highway Traffic Safety Administration
Joseph Forti	City of North Las Vegas Police
Michael Geeser	American Automobile Association
Tom Greco	Nevada Department of Transportation
Susan Aller-Schilling	Department of Public Safety / Nevada Highway Patrol
Randy Hesterlee	Nevada Department of Transportation
David Fierro	Department of Motor Vehicles
Mike Janssen	City of Las Vegas
John Johansen	Department of Public Safety/Office of Traffic Safety
Juan Balbueana	Federal Highway Administration
Kevin Lee	Nevada Department of Transportation
Jim Poston	Regional Transportation Commission of Washoe County
Scott Magruder	Nevada Department of Transportation
Kevin Malone	Department of Motor Vehicles
Ken Mammen	Nevada Department of Transportation
Mary Martini	Nevada Department of Transportation
Jeremie Elliott	Nevada Department of Transportation
Tom Moore	Nevada Department of Transportation
Mike Moreno	Regional Transportation Commission of Washoe County
Greg Novak	Federal Highway Administration
Traci Pearl	Department of Public Safety/Office of Traffic Safety
John Penuelas	City of Henderson
Meg Ragonese	Nevada Department of Transportation
Valerie Evans	Department of Public Safety/Office of Traffic Safety
Richard Fenlason	Nevada Department of Health and Human Services
Tim Mueller	Nevada Department of Transportation
Brian Sanchez	Department of Public Safety/Nevada Highway Patrol
Kim Stalling	Nevada Department of Transportation
Bill Story	Nevada Department of Transportation
Jaime Tuddao	Nevada Department of Transportation
Pat Irwin	Nevada Department of Health and Human Services
Sean Sever	Nevada Department of Transportation

Overview

The Nevada Impaired Driving Strategic Plan (IDSP) is derived from the Nevada Strategic Highway Safety Plan (SHSP). As part of the SHSP planning process, which began in 2004 and continues today, impaired driving was identified as a critical emphasis area (CEA).

The Nevada Executive Committee on Traffic Safety (NECTS) is the final approving body of the SHSP. The SHSP Technical Working Group (TWG), which is chaired by a member of the NECTS, is responsible for reviewing State impaired driving data, identifying priorities, monitoring project implementation, and reviewing progress in conjunction with various partners across the State. The NECTS and TWG represent a wide array of disciplines that ensures their work reflects the key stakeholders in the State and has functioned as Nevada's statewide impaired driving group since the inception of the SHSP planning process in 2004. In response to the requirements of MAP-21, formal designation of the NECTS and TWG as the Statewide Impaired Driving Task Force occurred on August 9, 2013, and is documented on page seven (7).

On August 9, 2013, the NECTS approved the stand-alone Nevada Impaired Driving Strategic Plan.



Impaired Driving Taskforce Designation & Impaired Driving Strategic Plan Approval

The Nevada Executive Committee for Traffic Safety (NECTS) conducted an online poll from July 30, 2013 to August 9, 2013 to answer two questions pertaining to the Nevada Statewide Impaired Driving Task Force. Voting yes to both questions would support the establishment of the NECTS and the Technical Working Group (TWG) as the designated Statewide Impaired Driving Task Force as well as approve the Nevada Impaired Driving Strategic Plan (IDSP). The two online questions were posed as follows:

1. Do you approve the NECTS/TWG to serve as the Nevada Statewide Impaired Driving Task Force?
2. Do you approve the Nevada Impaired Driving Strategic Plan?

As per the by-laws of the NECTS, a simple majority of votes (nine of 16 members) would approve the creation of the ID Task Force and the approval of the IDSP. On August 9, 2013, majority was achieved as nine members voted in support of both questions.

Eric Tang, P.E.
Cambridge Systematics, Inc.
4800 Hampden Ln
Suite 800
Bethesda, MD 20814


8/9/2013

Note: Cambridge systematic, Inc. is under contract with Nevada DOT to complete all administrative duties relating to NECTS, TWG, and the CEA groups.

Section 4: Data & Problem ID

The NECTS and TWG reviewed multiple data bases related to impaired driving within Nevada. This was in addition to public outreach and outreach to members of a wide range of stakeholders.

Data sets included: FARS for fatality data and NDOT for injury crash data, type of crash, time, day, and location; Uniform Crime Reports for DUI arrests by agency; Administrative Office of the Courts for DUI filings and dispositions; Department of Motor Vehicles for registration and license information; Trauma data from class one trauma centers; and Department of Business and Industry for Nevada demographic data.

Below is the summary of data use to identify the problem and craft the plan to reduce fatalities and injuries from impaired driving crashes.

Number of Nevada Fatalities Involving a Driver with a BAC of .08 or Above

Problem ID Analysis

What: Between 2006 and 2010, there were 506 impaired driving fatalities. The type and number of vehicles included in these fatalities are:

- Passenger cars 238
- Pickup trucks 172
- Motorcycles 86
- Trucks 4
- Other vehicles 6

Who: In 2010, 90 impaired drivers were involved in 77 impaired driving fatalities in Nevada.

Of the 90 impaired drivers in 2010 fatal crashes, 68 were male, and 44 of them were under the age of 44. Males in the 35- to 44-age group (15) and 25- to 34-age group (11) had the highest frequencies of impaired driving in the fatal crashes. In addition, 67 of the impaired drivers had valid Nevada licenses; 10 were out of state and 13 did not possess a valid driver's license.

Where: Geographically, the 396 statewide alcohol-related fatalities (2006 – 2010) were concentrated in four counties

(523 of 600 alcohol related fatalities):

- Clark County 303
- Washoe County 55
- Nye County 25
- Elko County 31

Nine routes in Clark County had 10 or more impaired driving fatalities (2006 – 2010) accounting for approximately one quarter of all Nevada alcohol related fatalities:

Clark County

- I-15
- US- 95
- CR-215
- SR-160
- Flamingo Rd.

- Charleston Blvd.
- I-215
- Lake Mead Blvd.
- Sahara Ave.

When: Two-thirds of the alcohol-related fatalities occurred between 6 p.m. and 6 a.m.
Most alcohol-related fatalities occurred between Friday and Sunday.

Why: Nevada is a 24/7 state with many people working day, swing, or graveyard shifts in such industries as, gaming, mining, hospitality, and convince/grocery industries. This is one contributor to drowsy and impaired driving on both rural and urban roadways resulting in single vehicle crashes. Impaired pedestrian crashes (with either the driver or pedestrian being impaired) are also over-represented in Nevada due to the 24/7 environment in the urban areas of Reno and Las Vegas.

Most impaired driving fatalities and serious injuries involved single-vehicle crashes. Of the crashes involving a fatality, the majority resulted in an overturned vehicle or a crash with a fixed object.

Impaired Driving Plan / Program Activity

Impaired driving in Nevada has dropped substantially from a high of 144 fatalities in 2006 to 70 fatalities in 2011. The NHTSA publication, *Countermeasures That Work*, identifies several significant trends that can be attributed to the decrease, including stronger laws (0.08 blood alcohol content or BAC, administrative license revocation, and minimum drinking age laws) to demographic trends (e.g., the aging of the population and the increased proportion of female drivers). Additionally, the NHTSA Uniform Guidelines for State Highway Safety Programs Guideline No. 8-Impaired Driving identifies the following as key components of a comprehensive impaired driving program:



- **Program Management & Strategic Planning** (addressed through development and implementation of the IDSP, HSP, and SHSP)
- **Prevention** (addressed through young driver countermeasures described below)
- **Criminal Justice System** (addressed through high-visibility DUI countermeasures described below)
- **Communication Program** (addressed through high-visibility DUI countermeasures described below)
- **Screening, Assessment, Treatment and Rehabilitation** (addressed through repeat offender countermeasures described below)

To continue the positive trends in Nevada, the Statewide Impaired Driving Taskforce team identified the following measurable objectives:

- **Objective 1.** Reduce impaired driving fatalities from 2008 baseline of 123 (average fatalities from 2004 to 2008) to 99 by December 31, 2015.
 - **Performance Measures:** Number of fatalities.
- **Objective 2.** Reduce impaired driving serious injuries from 2008 baseline of 295 (average serious injuries from 2004 to 2008) to 237 (2008 – 2015) by December 31, 2015.
 - **Performance Measure:** Number of serious injuries.

To achieve these objectives the Taskforce identified three key strategies:

1. Increase the number of high-visibility DUI programs;
2. Enhance programs on impaired driving for young drivers; and

3. Reduce the number of repeat DUI offenders.

High-Visibility DUI Programs: Strategy 1

Definition

Sobriety checkpoints are a law enforcement tool used in 38 states and the District of Columbia as a deterrent to reduce impaired driving. While the research indicates consistent and frequent sobriety checkpoints can be a positive deterrence, few states actually conduct checkpoints on a regular basis. In Nevada, Joining Forces conducts the majority of high-visibility enforcement programs, including sobriety checkpoints. Joining Forces is a program that funds over-time payroll expenses for law enforcement agencies to conduct traffic enforcement events. The use of multiple funding sources maximizes the benefits of the program. Joining Forces directly supports the criminal justice and communication components of the State's impaired driving program.

Impact on Safety

Research conducted by Fell, Ferguson, Williams, and Fields (2003) found only 11 states conducted sobriety checkpoints on a weekly basis due to a lack of personnel and funding. According to *Countermeasures That Work*, a systematic review by the Centers for Disease Control (CDC) of 11 high-quality studies found checkpoints reduced alcohol-related fatal, injury, and property damage crashes each by about 20 percent (Elder et al., 2002). Demonstration programs from seven states found reductions in alcohol-related fatalities between 11 and 20 percent in states that employed numerous checkpoints and intensive publicity of the enforcement activities, including paid advertising (Fell, Langston, Lacey, and Tippetts, 2008).

To improve high-visibility enforcement efforts, the Taskforce identified the following action steps:

1. Increase support among law enforcement agencies for high-visibility DUI enforcement programs.
2. Increase earned media coverage of law enforcement activities.
3. Encourage law enforcement agencies to set up impaired driving reporting programs.
4. Encourage other law enforcement agencies to conduct refresher training programs on sobriety testing.
5. Determine high-crash locations/corridors for impaired driving. This program targets all unsafe driving behaviors, including impaired driving and involves engineering (signage), enforcement, and public awareness.

Activities

AS 1.01: Increase support among law enforcement agencies for high visibility DUI

enforcement programs. *Sub-actions: a) determine the current number of high-visibility enforcement efforts statewide; b) reach out to the Police Chiefs and Sheriff's Associations to obtain support; c) identify low cost effective approaches for high-visibility DUI enforcement.*

- Leader: OTS
- Timeframe: Ongoing
- Output Measure: Number of agencies that support high-visibility enforcement efforts
- Outcome Measure: Reduced incidents of drunk driving

AS 1.02: Increase earned media coverage of law enforcement activities. *Sub-actions: a) partner with a media outlet on sobriety checkpoints and saturation patrols in northern and southern media markets; b) disseminate information to stakeholders to encourage them to publicize sobriety checkpoints.*

- Leader: OTS
- Timeframe: Ongoing
- Output Measure: Number of media hits that mention DUI enforcement
- Outcome Measure: TBD

AS 1.03: Encourage law enforcement agencies to setup impaired driving reporting programs. *Sub-actions: a) reach out to the Police Chiefs and Sheriffs Associations; b) develop materials to publicize the program; c) publicize the program to the public.*

- Leader: NHP
- Timeframe: TBD
- Output Measure: Number of materials produced, number of agencies contacted
- Outcome Measure: An increase in the number of agencies that conduct DUI reporting programs

AS 1.04: Encourage other law enforcement agencies to conduct refresher training programs on sobriety testing. *Sub-actions: a) establish refresher course; b) provide education on new technologies*

- Leader: NHP
- Timeframe: Ongoing
- Output Measure: Number of training programs conducted, number of officers trained
- Outcome Measure: An increase in the DUI conviction rate

AS 1.05: Determine high crash location/corridors for impaired driving. This program targets all unsafe driving behaviors including impaired driving and involves engineering (signage), enforcement, and public awareness. *Sub-actions: a) contact NDOT and request information on road segments that have a high number of impaired driving crashes; b) contact NDOT to provide red ribbon polls on roadway, enforcement agencies; c) analyze data from NDOT on the identified corridors and prepare pin maps; d) conduct a road safety audit on the corridor to identify other problems and potential solutions.*

- Leader: NDOT
- Timeframe: Inprocess
- Output Measure: Number of locations/corridors
- Outcome Measure: Decrease of DUI incidents along those corridors

Impaired Driving by Young Drivers: Strategy 2



Definition

Since 1987, minimum-drinking-age laws in all states prohibit youth under 21 from purchasing alcohol or consuming it in public. These laws influence all youth impaired-driving strategies. There is strong evidence that minimum drinking age laws reduced drinking, driving after drinking, and alcohol-related crashes and injuries among youth (Hingson et al., 2004). In fact, such laws reduced youth drinking and driving more than youth drinking alone (using the measurements of self-reporting and testing of drinking drivers in fatal crashes). Drinking and driving has become less socially acceptable among youth, and more youth have separated their drinking from their driving (Hedlund et al., 2001). The IDSP's young driver countermeasures directly support the prevention component of Nevada's impaired driving program.

Impact on Safety

Research has shown that minimum drinking age enforcement is very limited in many communities (Hedlund et al., 2001). Enforcement can take several forms, including actions directed at alcohol vendors, actions directed at youth, and actions directed at adults. Several studies document that well-publicized and vigorous compliance checks reduce alcohol sales to youth; for example, a review of eight high-quality studies found that compliance checks reduced sales to underage people by an average of 42 percent (Elder et al., 2007). Research by the Centers for Disease Control found that education programs are effective in reducing riding with a drinking driver.

To address this issue in Nevada, the Taskforce identified the following action steps:

1. Enhance DUI education within existing safe driving programs; and
2. Conduct pilot Cops In Shops and Compliance Check programs to reduce youth access to alcohol.

Activities

AS 2.01: Enhance DUI education within existing safe driving programs. Sub-actions: a) identify education programs; b) determine the appropriate revisions; c) recruit impaired driving educators and victim impact panels.

- Leader: Nye Communities Coalition
- Timeframe: Initiated
- Output Measure: Number of revised curriculums
- Outcome Measure: Increased awareness among young drivers of the dangers of impaired driving

AS 2.02: Conduct pilot Cops In Shops and compliance check programs to reduce youth access to alcohol. Sub-actions: a) follow-up with EUDL coordinator; b) select pilot locations (may be near colleges/universities); c) recruit local law enforcement agencies and inform local retailers; d) conduct program and track citations/incidents; e) report results to the media.

- Leader: Diane Anderson
- Timeframe: In process
- Output Measure: Number of citations/incidents
- Outcome Measure: Decrease in the number of retailers who sell alcohol to minors and in the number of underage youth who attempt to purchase alcohol

Repeat Offenders: Strategy 3



Definition

It is widely recognized that many DUI first offenders and most repeat offenders are dependent on alcohol or have alcohol use problems, and will likely continue to drink and drive without some assistance. A DUI arrest provides an opportunity to identify offenders with alcohol problems and to refer them to treatment, as appropriate. Alcohol interlocks, which prevent alcohol-impaired drivers from starting a vehicle, can also be effective with this population.

The most successful methods for controlling convicted DUI offenders and reducing recidivism monitor offenders closely through formal intensive supervision, home confinement with electronic monitoring, or dedicated detention facilities. DUI courts and alcohol ignition interlocks also assist in monitoring offenders. The IDSP's repeat offender countermeasures directly support Nevada's screening, assessment, treatment, and rehabilitation efforts.

Impact on Safety

Research by Beirness and Marques (2004) summarized 10 evaluations of interlock programs in the United States and Canada. Interlocks cut DUI recidivism at least in half, and sometimes more, compared to similar offenders without interlocks. After the removal of the interlock, the effects largely disappeared, with interlock and comparison drivers having similar recidivism rates. A review of 11 completed and three ongoing studies on interlock programs reached similar conclusions (Willis, Lybrand, and Bellamy, 2006).

In Nevada, the Taskforce determined the most effective approaches included the following:

1. Support a stronger ignition interlock law by providing information and data that shows effectiveness;
2. Support mandatory evaluation of all DUI offenders including first time offenders; and
3. Establish a Court Monitoring Research Program for misdemeanor DUI offenders.

Activities

AS 3.01: Support a stronger ignition interlock law by providing information and data that shows effectiveness. Sub-actions: a) create an informational package; b) determine status for legislative session.

- Leader: Northern Nevada DUI Taskforce
- Timeframe: Each Legislative session (every other year)
- Output Measure: The number of stakeholders who received the informational packages
- Outcome Measure: The number of stakeholders who actively support stronger ignition interlock law

AS 3.02: Support mandatory evaluation of all DUI offenders including first-time offenders. Sub-actions: a) determine status for the legislative session; b) research the issue; c) present the issue in terms of correlation between first-time offenders and repeat offenders; d) push for revision in the current law.

- Leader: Northern Nevada DUI Taskforce
- Timeframe: Ongoing (every other year for Legislature and ongoing for Judges / Prosecutors)
- Output Measure: Number and types of information collected to support mandatory evaluation
- Outcome Measure: Completion of the research study

AS 3.03: Establish a court monitoring research program for misdemeanor DUI offenders. Sub-actions:
a) hire university students to conduct the research; b) create a research study; c) identify comparable pilot sites; d) implement pilot study and evaluate results on the consistency of DUI prosecution and adjudication.

- Leader: Northern Nevada DUI Taskforce
- Timeframe: TBD
- Output Measure: Number of comparable sites to be studied
- Outcome Measure: Completion of a research study

Implementation of the Statewide Plan by the Office of Traffic Safety and inclusion in the HSP

The Office of Traffic Safety (OTS) uses the Statewide Impaired Driving Taskforce's plan as a foundation for developing the HSP for the State. OTS makes sure all aspects of the Statewide ID Task Force are included and then works on providing enhancement to improve outcomes.

OTS will also review the data to ensure the programs selected for funding are in locations that are in high impaired driving areas and will generate the greatest potential benefit. In this way the overall goals of the Statewide ID Taskforce are met by a combination of statewide and local efforts.

One of the most successful programs directly supporting the ID Taskforce is our enforcement plan called Joining Forces. A calendar for the year is completed so everyone involved in the enforcement efforts for impaired driving knows the dates for the enforcement activities. In Nevada this means 90% coverage of the population and events occur approximately every month during the year with approximately 50% impaired driving enforcement. This has also enabled OTS to schedule coordinated media for these ID enforcement events so every area of the state has the same messages. Media does include: Paid T.V. and Radio, Social Media, Bill-boards, Special Events signage (minor league baseball, NASCAR Races, etc.), press releases and events. All of these enhance the unearned media via T.V. and Radio programs as well as articles in the local newspapers.

The opportunity for prevention activities occurs at all levels and Nevada's prevention efforts reflect many of the possible intervention points. Programs include partnering with the Substance Abuse, Prevention and Treatment Agency (SAPTA). SAPTA has adopted impaired driving as one of the keys to their efforts throughout the state and OTS is funding specific impaired driving initiatives conducted by these coalitions. This is the best way to reach our very rural populations and to date we are partnering with coalitions covering 7 of our most rural counties. These coalitions are most effective in presenting youth and community programs.

Beverage server training is also offered by these coalitions and with "cops in shops", underage sting operations are both working to reduce the availability of alcohol to minors.

In the criminal justice system there are many opportunities from enforcement, prosecution, adjudication, and administrative sanctions.

OTS has worked to develop relationships with the prosecutors by working with a TSRP and providing specific impaired driving education programs at the annual Nevada Prosecutors Meeting. The TSRP has just recently completed a DUI Desk Book for Nevada prosecutors based on Nevada's laws and the most recent decisions from the U.S. Supreme Court. The McNeely decision will make the education effort critical for law enforcement, prosecutors, and judges. Nevada Supreme Court has two cases waiting an opinion (oral arguments for these cases were heard in early May, 2015). In partnership with the Nevada Prosecuting Attorneys Advisory Council (reports to the Attorney General's Office), OTS has funded specific workshops on impaired driving for the annual meeting of prosecutors. At least one DA or ADA from each county do attend these sessions.

Judicial training is also offered in a similar manner as the prosecutors and concentrates on all aspect of impaired driving cases with emphasis on best practices in crafting sanctions. The utilization of

DUI Courts within the state has helped create options for the judges to also address the treatment requirement of impaired drivers where the strictly limited criminal sanctions often do not address the underlying cause. For the Administrative Law Judges who work for the DMV, a new effort will begin in 2014 to train law enforcement officers on how to testify at an administrative hearing on impaired driving license suspensions/revocations (this is ongoing). The most recent activity has been the establishment of the first misdemeanor DUI Court in Northern Nevada (Reno).

Related to impaired driving, is an OTS program that is transitioning the state evidentiary breath test devices to a newer model statewide. This will eliminate the current status with three different models in use and will simplify the training of officers and all others who depend on these devices for evidence in an impaired driving prosecution/trial. During the most recent 12 months every law enforcement officer in the state has received operator training and are certified for the new evidentiary breath test device.

Other training efforts during the past year (completed in May, 2014), has resulted in all NHP Troopers and Sergeants are now trained in ARIDE (a total of 436 officers).

Starting in July, 2014 the first training in DIETEP will start. Registration for the first two courses are already full and extra courses will be planned during the summer.

Charter, Agendas, & Meeting Minutes

NECTS / TWG

Charter and Minutes

NEVADA EXECUTIVE COMMITTEE ON TRAFFIC SAFETY (NECTS) BYLAWS

ARTICLE 1 - NAME

1.1 This organization shall be called the Nevada Executive Committee on Traffic Safety

(NECTS) hereinafter referred to as the NECTS.

ARTICLE 2- AUTHORITY

2.1 The NECTS was established to involve traffic safety officials statewide in a program working together to develop an effective and efficient system for prioritizing and utilizing limited federal, state, and local resources for the purpose of reducing fatalities and serious injuries on Nevada's roadways.

The authority for establishing the NECTS Committee is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which authorizes the Department of Transportation Board of Directors to adopt such rules, bylaws, motions and resolutions necessary to govern the administration, activities and proceedings of the Department of Transportation.

2.2 The NECTS shall report to the State Board of Directors of the Department of Transportation and shall be advisory in nature.

ARTICLE 3– PURPOSE AND FUNCTION

- 3.1 The purpose of the NECTS is to identify, prioritize, promote and support a coordinated effort to save lives and reduce injuries on the roads of Nevada.
- 3.1.1 The NECTS will provide guidance to state, county, and all local agencies that incorporate a commitment to traffic safety in their mission and/or organization.
- 3.1.2 The NECTS will develop a strategic plan that will impact the present and predicted statistics on vehicle-related deaths and injuries, focusing on key emphasis areas and containing strategies designed to improve major problem areas or to advance effective practices by means that are both cost-effective and acceptable to the majority of Nevada's citizens.
- 3.1.3 The NECTS will establish and publish statewide highway safety goals and objectives.
- 3.1.4 The NECTS will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.
- 3.1.5 The NECTS will serve as the Traffic Records Executive Committee (TREC) for the State of Nevada

ARTICLE 4– MEMBERSHIP

- 4.1 The first Chairman of the NECTS shall be the Director of the Department of Transportation or his/her designee. Vice-Chair will be nominated from the membership of the Committee and be selected by a vote of the Committee at the initial meeting. The Chairman shall preside at the meetings of the NECTS. If the Chairman is unable to attend then the Vice-Chair shall assume the duties of the Chairman.

- 4.2 Terms of office for the Chair and Vice-Chair will be one year. The Chair will be replaced by the Vice-Chair, with a new Vice-Chair being selected at the anniversary meeting of the Committee.
- 4.3 The NECTS shall consist of:

Nevada Department of Transportation	(NDOT)	2 representatives
Department of Public Safety	(DPS)	2 representatives
Administrative Office of the Courts	(AOC)	
Department of Education	(DED)	
Department of Health	(DHHS)	
Department of Motor Vehicles	(DMV)	
RTC of Southern Nevada		
RTC of Washoe County		
Nevada League of Cities		
Nevada Sheriffs and Chiefs Association	(NSCA)	
Nevada Association of County Officials	(NACO)	
Federal Highway Administration	(FHWA)	(ex-officio)
Federal Motor Carriers Administration	(FMCSA)	(ex-officio)
National Highway Traffic Safety Admin.	(NHTSA)	(ex-officio)

- 4.3.1 The Chairman of the NECTS shall appoint one individual of each of the member organizations in writing as a voting member based on recommendation from each member organization.
- 4.3.2 Member organizations may designate a proxy to serve on the committee when the member identified in 4.3.1 is unable to attend. This notice shall be in writing and directed to the Chairman.
- 4.3.2 Members, agencies/entities may be added to the Committee by recommendation to the Department of Transportation and majority concurrence of the NECT.

ARTICLE 5–VOTING

- 5.1 Ex officio members shall be non-voting members all other members shall have one vote.
- 5.2 A simple majority of voting members shall constitute a quorum.
- 5.3 A concurrence of at least a majority of the voting members of the NECTS shall be required on all questions

ARTICLE 6-COMPENSATION

6.1 The members of the NECTS shall receive no compensation other than that received from their own agency/organization.

ARTICLE 7-MEETINGS

7.1 The NECTS shall meet at least semi-annually. The members shall set the dates of meetings for the first ensuing year at their first meeting. Thereafter, the members shall set the dates of meetings for the ensuing year at the last scheduled meeting of the current year.

7.2 Meetings may be called at the discretion of the Chairman.

7.3 NECTS members may submit agenda items no later than 12 working days before a scheduled meeting, to the Nevada Department of Transportation Safety Division. These agenda items will be approved by the Chair and will be mailed or otherwise distributed to the NECTS members seven days prior to the scheduled NECTS meeting date.

7.4 Meetings will comply with the Nevada Open Meeting Law (NRS 241).

7.5 The deliberations at NECTS meetings shall be in accord with Robert's Rules of Order-Newly Revised.

7.6

ARTICLE 8-TASK FORCEWORKING GROUPS

8.1 The NECTS may establish working groups to address specific issues involving traffic safety. These working groups shall be called Task Force Working Groups.

8.2 Each Task Force Working Group will be required to analyze the issue assigned, determine cause and develop solutions and strategies for addressing the contributing factors of the subject matter assigned.

8.2.1 A member of the NECTS shall chair each Task Force Working Group.

8.2.2 The size and composition of a Task Force Working Group will be determined by the appointed chairman.

8.2.3 Task Force membership should not be limited to members of the NECTS, and when possible, they will be composed of a diverse selection of representatives from state, federal, county, and local agencies in an effort to ensure all aspects of the topic are identified and addressed.

8.2.4 Task Force Working Groups should meet as frequently as needed.

8.2.5 Meetings/discussions may be conducted by video teleconference, conference call and/or e-mail.

8.2.6 The Task Force Working Group members shall receive no compensation other than that received from their own agency/organization. The Task Force Working Group shall not reach a decision by a vote or consensus. No motions or resolutions are to be presented. No decisions for or recommendations to the board are to be made. The Task Force Working Groups shall not speak to or be recognized by the board as a single voice on any issue.

8.2.7 Task Force Working Groups will be considered working groups and therefore not subject to the provisions of Nevada Open Meeting laws, rules, and regulations.

Note: If a Task Force Working Group engages in deliberation or decision making, is assigned by NECTS to formulate policy or carry out planning functions, is delegated the task of making decisions for or recommendations to NECTS, or is recognized by NECTS as speaking with one voice, it shall be subject to the open meeting law.

8.3 Task Force Working Groups will report to the NECTS as directed.

ARTICLE 9 – TECHNICAL SUPPORT STAFF

9.1 The Director of the Department of Transportation shall provide staffing support to the NECTS. The Staff shall:

9.1.1 Coordinate the activities of the NECTS to include making all logistical arrangements required for meetings.

9.1.2 Provide a note taker and staff person to comply with the Nevada Open Meeting Law.

9.1.3 Provide research assistance and statistical data to the NECTS.

9.1.4 Prepare and publish plans and documents at the direction of NECTS.

9.1.5 Establish and maintain a web site for the NECTS and participating organizations designed to further the sharing of crash data, organizational safety planning, research, and other relevant information pertinent to the Committee.

ARTICLE 10- ADOPTION and AMENDMENTS

10.1 These bylaws shall be initially adopted by a majority vote of the members present at the first meeting

10.2 These bylaws may be amended at any regular meeting of the NECTS by a majority vote of the voting members present.

Approved by action of the Committee at the meeting on June 29, 2010

Signed:

Chair

Meetings conducted by:

NECTS – Nevada Executive Committee on Traffic Safety – All approvals and policy decisions – meets twice per year.

February 7, 2012

September 25, 2012

March 18, 2013

TWG – Technical Working Group – As organized is not required to have agenda or minutes – meets as needed.

December 4, 2012

January 8, 2013

April 22, 2013

July 12, 2013

CEA – Critical Emphasis Area – Reporting function on the implementation of the IDSP – meets quarterly.

April 24, 2012

August 20, 2012

November 27, 2012

March 13, 2013

July 15, 2013



Nevada Executive Committee on Traffic Safety (NECTS)

**MONDAY, MARCH 18, 2013, 1:00 P.M. to 3:00 P.M. PST REGIONAL
TRANSPORTATION COMMISSION OF NORTHERN NEVADA,
2050 VILLANOVA DRIVE, RENO, NV 89502 - BOARDROOM**

MEETING AGENDA

ACTION ITEM

1. Welcome and Introductions
2. Public Comment
3. Approval of September 25, 2012 Minutes
4. Installation of Chair and Election of Vice-Chair **[ACTION ITEM]** T. Quigley
5. Approval of New NECTS Members **[ACTION ITEM]** T. Quigley
6. SHSP Annual Report Review **[ACTION ITEM]** B. Wemple
7. 2013 SHSP Focus Activities / Road Show Discussion B. Wemple
8. Nevada Safety Summit Recap E. Tang
9. Applying Zero Fatalities at All Agencies B. Wilhite
10. Matters of Legislative Interest T. Quigley
11. Traffic Records Executive Committee (TREC) B. West
12. Public Comment All



Nevada Executive Committee on Traffic Safety (NECTS) Meeting Minutes (DRAFT)

Monday, March 18, 2013, 1:00 p.m. to 3:00 p.m. PST
Regional Transportation Commission of Northern Nevada
2050 Villanova Drive, Reno, NV 89502 - Boardroom

ATTENDEES

NECTS Members

Tina Quigley (Chair)
Valerie Evans (for Traci Pearl)
Tom Greco

Regional Transportation Commission Southern Nevada
Nevada Department of Public Safety
Nevada Department of Transportation

Rudy Malfabon
 Julie Masterpool (for Lee Gibson)
 Mitch Nowicki (for Jim Gubbels)
 Cpt. Brian Sanchez (for Troy Abney)
 Cpt. Mark Tavarez

Nevada Department of Transportation
 Regional Transportation Commission Washoe County
 Regional Emergency Medical Services Authority
 Nevada Department of Public Safety
 Las Vegas Metropolitan Police Department (phone)

Non-Voting Member
 Paul Schneider

Federal Highway Administration

Guests

Andy Blanchard
 Joanna Hite
 Kyle Kubovchik
 Kevin Lee
 Ken Mammen
 John Penuelas
 Chuck Reider
 David Swallow
 Eric Tang
 Jaime Tuddao
 Beth Wemple
 Ben West
 Brent Wilhite

Atkins (phone)
 Cambridge Systematics (phone)
 Penna Powers Brian Haynes (phone)
 Nevada Department of Transportation (phone)
 Nevada Department of Transportation
 City of Henderson (phone)
 Concerned Citizen
 Regional Transportation Commission Southern Nevada (phone)
 Cambridge Systematics (phone)
 Nevada Department of Transportation
 Cambridge Systematics
 Office of Traffic Safety
 Penna Powers Brian Haynes (phone)

ACTION ITEM REPORT

Action Item	Contact	Status
Approval of September 25, 2012 Minutes	All	Approved
Installation of Chair and Election of Vice-Chair	All	Approved
Approval of New NECTS Members	All	Approved
SHSP Annual Report Review	All	Completed

MEETING REPORT

Agenda Item 1: Welcome and Introductions

Tina Quigley called the meeting to order and attendance was recorded.

Agenda Item 2: Public Comment

No public comments.

Agenda Item 3: Approval of September 25, 2012 Minutes – Action Item

Ms. Quigley asked for a motion to approve the NECTS Meeting Minutes of September 25, 2012. A motion to approve was made and seconded. The motion was unanimously approved.

Agenda Item 4: Installation of Chair and Election of Vice-Chair – Action Item

The NECTS By-Laws state that the terms of office for the Chair and Vice-Chair are for one year. At the end of the one year term, the Chair will be replaced by the Vice-Chair, with a new Vice-Chair

selected at the anniversary meeting of the NECTS. The Vice-Chair will be nominated from the membership of the NECTS.

Discussion

Tina Quigley assumed the role of NECTS Chair. Tom Greco volunteered and was subsequently nominated for Vice-Chair. The nomination was seconded and the motion to approve Mr. Greco for NECTS Vice-Chair passed unanimously.

Agenda Item 5: Approval of New NECTS Members – Action Item

An action item from the February 7, 2012 NECTS meeting was to recruit new members for the NECTS and the following agencies were identified: Carson Area MPO, Carson City; Tahoe Transit District; Clark County School District; Nevada Fire Chiefs Association; REMSA in Washoe County; Clark County Fire and Rescue; Lyon County Emergency Response; and major law enforcement agencies included Reno Police Department, Las Vegas Metropolitan Police Department, Henderson Police Department, and Washoe County Sheriff's Office. REMSA, Las Vegas Metropolitan Police, and Henderson Police Department were approved as members of the NECTS at the September 25, 2012 NECTS meeting.

Discussion

Ms. Quigley asked the group if there are additional agencies that should be approached, and she asked for comments or suggestions. Mr. Greco inquired about whether or not the agencies mentioned have been contacted since the initial effort in September. Eric Tang explained that not since September has there been additional contact with the agencies noted above. Mr. Tang noted that currently the NECTS consists of 16 members and that there is a possibility that a larger group would be undesirable. It was decided that the agencies mentioned would not be contacted for further recruitment efforts. Ms. Quigley, however, will reach out to American Medical Response Las Vegas about interest in membership and report back to the Committee.

Agenda Item 6: SHSP Annual Report Review – Action Item

The SHSP Annual Report is being published for the first time and is intended to be produced on an annual basis moving forward. The report has the objective of summarizing SHSP activities and to show how fatality and serious injury trends match against goals set in the 2011-2016 Nevada SHSP Update.

Discussion

Beth Wemple explained that the report is the first of forthcoming annual reports of the SHSP. The purpose of the SHSP Annual Report is to illustrate trends, show progresses made in critical emphasis areas, and monitor overall progress on what the SHSP is trying to achieve. Ms.

Wemple provided an overview of the report's executive summary and noted Figure 1, which illustrates trends from 2004 to 2011 and shows a reduction in actual traffic fatalities and serious injury crashes by 24 and 21 percent, respectively. She commented that while the reduction is hopefully due to the good work of the SHSP team, the fact that there was reduction in travel during the recent recession should be considered; throughout the country we are just starting to learn what the effect of the recession has been on roadway safety. Ms. Wemple asked the group to also take note of Figures 4 and 5 that show by emphasis area what the change has been for fatalities and serious injury crashes along the five critical emphasis areas. Overall, there is a reduction. The rest of the report reviews facts and figures for each critical emphasis area and their individual performance measures.

Ms. Wemple asked for questions or comments. Mr. Greco recommended that in the next annual report national trends be referenced.

Chair Quigley recommended issuing a press release so that the SHSP Annual Report information could be distributed to boards, legislators, and other entities. The press release was discussed. Rudy Malfabon suggested that when crafting the press release it should be noted that 2012 numbers were high, but 2013 is trending lower. Cpt. Mark Tavarez inquired if the press release would be intended and created for television or print media. He noted that one of the successes his agency has had is packaging a video and publishing to reporters so that the same message is sent to all media and outlets can report on it as they wish. Ms. Quigley suggested, and it was agreed, that Ms. Wemple and CS would draft a written press release and that creation of a video will be explored.

Agenda Item 7: 2013 SHSP Focus Activities / Road Show Discussion

On January 8, 2013, members of the Nevada SHSP Technical Working Group held a special meeting to develop focus areas for the SHSP during 2013.

During years which a Nevada Safety Summit is not held, a Road Show is held to promote the SHSP at agencies and organizations across the state. A Road Show may take the form of individual visits to agencies or may be comprised of a series of regional events in which stakeholders are invited to attend.

Discussion

Ms. Wemple discussed the 2013 Focus Areas. As an idea to increase momentum and activities for the CEAs, the TWG developed focus areas for the critical emphasis area teams. In early January, members of the Nevada SHSP Technical Working Group met to brainstorm ideas, the following six areas of focus were identified. Ideally, the critical emphasis area teams would start working on these items within the context of their normal activities.

- Increase partnerships.
- Address urban pedestrian crashes.
- Educate public about speed and impacts of speed.

- Integrate safety into regional planning.
- Combine engineering improvements with educational activities.
- Improve use of crash data.

The urban pedestrian crashes focus was discussed. Ms. Wemple noted that the activities of that emphasis area team are moving along. She shared that a systemic pedestrian analysis in Clark County is being considered. This would identify common characteristics of pedestrian crashes and identify the counter measures that might address the commonalities. Mr. Greco said that the SHSP strategies mirrors this and expands on it. Looking at the pedestrian laws, Mr. Greco suggested that the group consider if there are gains that might be made by revising legislative language. He also noted that a pedestrian safety action plan should be supported to educate and distribute the message of the focus area. Mr. Tang explained the RTC South does have a pedestrian safety action plan, and that perhaps there is an opportunity to update the elements in that plan to reflect the realities that exist in Clark County region, specifically. He noted that the SHSP pedestrian team meets monthly and are proactive in engaging partners. Ms. Quigley will send a link to RTC South's pedestrian safety action plan to members. Ms Masterpool noted that RTC North also has a pedestrian safety action plan.

Mr. Tang discussed Road Show opportunities. He explained that during the years without a Safety Summit, outreach efforts are made to promote the SHSP to current and future stakeholders, reaching out to different partners to educate, reinvigorate, and maintain momentum on the implementation of the SHSP. Two approaches have been used for outreach in the past: agency visits and public open houses. Both approaches were found to be great opportunities for the SHSP to recruit new membership.

For 2013, the following approaches are proposed:

- Similar to 2010, hold public open houses in Henderson, Las Vegas, Elko, and Carson City.
- Make visits to agencies that are not actively involved with the SHSP to include judiciary, emergency medical response, Carson City and Tahoe MPOs.
- Prepare a Charter that asks SHSP participants to reaffirm their commitment to traffic safety in Nevada. Collect and combine signatures of all participants and merge these with a final copy of the Charter.

Mr. Greco commented that these approaches are good ideas. Ms. Quigley asked if the state hosts the open houses, and it was confirmed that it does. Ms. Quigley asked what the agenda would be for the open house, and Mr. Tang answered that in 2010 a slide show presentation outlining the SHSP and describing its organization was provided with the intention to peak interest to join various groups. The open houses lasted two hours at most, were informal, and attendance in 2010 varied from 12 to 40. Information from the previous road show with more detail will be distributed to the group.

Agenda Item 8: Nevada Safety Summit Recap

The Nevada Department of Transportation and the Nevada Office of Traffic Safety co-hosted the bi-annual Nevada Safety Summit on November 7-8, 2012 at Texas Station in North Las Vegas. During this Summit, a variety of traffic safety issues were discussed, with each issue related back

to the overall conference theme of the fifth “E” Everyone as well as to the Zero Fatalities campaign. The annual Nevada Strategic Highway Safety Plan (SHSP) awards luncheon was also held during the Summit.

Discussion

Mr. Tang reported that Summit held on November 7-8 was well received. Just over 200 attended the event. 19 different topics were covered over two days. Unlike the last summit, in 2012 not only were the five emphasis areas covered, but also other areas including data team, communication alliance, distracted driving, crash reconstruction, and judicial issues. Mr. Tang highlighted some comments and feedback received including those of logistical, speaker flow, and speaker selection nature.

NECTS members provided feedback on the summit. Mr. Malfabon expected to see in the recap provided some feedback on the actual content of the breakout sessions and recommendations specific to the activities of the Summit, such as the value of the sessions provided. Valerie Evans commented that one concern is that the workshops were mostly lecture style with minimal group interaction. Mr. Mammen suggested that a good format for the next summit might be comparable to the Las Vegas Metropolitan Police Department safety symposiums that have been recently conducted. Cpt. Tavarez shared that their next symposium will be held on April 3, 2013 from 6-8pm. Mr. Mammen agreed to be responsible for ensuring the next safety summit is planned to be more interactive than the 2012 summit.

The next Safety Summit will be held in Northern Nevada in 2014.

Agenda Item 9: Applying Zero Fatalities at All Agencies

Zero Fatalities is the official traffic safety campaign for Nevada. As part of the campaign, a number of materials have been developed to educate the public on traffic safety. Agencies across Nevada are encouraged to utilize these materials to promote traffic safety.

Discussion

Brent Wilhite presented a summary of Nevada public opinion research conducted to gauge awareness levels and success of the Zero Fatalities program and brand. He explained that the public opinion survey was completed in February and that the survey was conducted among those aged 18-54. There were 400 surveys completed in northern Nevada and 600 in southern Nevada. Every county in the state was represented.

The following findings were shared:

- One half of Nevadans are aware of the campaign.
- Of those aware of the campaign, the campaign has influenced respondents to avoid dangerous behaviors.
- Perception of dangerous behaviors has increased in all areas but the area in which motorists watch for pedestrians.
- All age groups but the 18-24 group consider driving without a seatbelt very dangerous.
- The perception of driving while impaired as being very dangerous has increased.
- Reports of respondents never driving while impaired have increased from last year.
- Those who perceive talking on hand held cell phones while driving as being very

dangerous has increased from last year.

- Texting while driving is being perceived as more dangerous than perceived last year.
- 95% of Nevadans had the potential to see the Zero Fatalities messages on average 25 times in 2012 across a variety of media.
- 50% of Nevadans have heard of the Zero Fatalities campaign. This is an increase from last year's 30%.

Mr. Tang agreed to distribute the presentation made by Mr. Wilhite.

Agenda Item 10: Matters of Legislative Interest

This agenda item gives NECTS members a chance to discuss traffic safety legislation that may affect activities at their agencies.

Discussion

Ms. Quigley directed the group's attention to the provided worksheet of legislative interests showing a list of bill tracking items related to traffic safety.

- In addition to those on the list, Ms. Quigley mentioned that AB 145 is also in the works in which a voluntary \$2 opt-in donation when renewing vehicle registration can be allocated the Complete Streets program.
- Ms. Quigley shared that Southern Nevada is working on an item to have the ability to enact a fuel tax as a source of funds. She noted that Clark County is currently the only county in Nevada that cannot impose an index fuel tax.
- Mr. Mammen explained that while NDOT tries to support all safety initiatives that pass through legislature, as a member of the executive branch they must take lead from the governor's office and take a formal position of being a neutral in stance. The governor, very engaged, likes to see legislative text before weighing in to support, and NDOT follows his lead.
- Mr. Malfabon reported that the hearing on language for open container laws as part of AB 21 went well in proceedings.
- Mr. Greco noted that AB 123 only disallows texting and data use while in a crosswalk, not phone use.
- On the note of crosswalks and jaywalking, Mr. Malfabon commented that he has noticed increased jaywalking in Las Vegas and would be interested to know if there are ways to capture specifics on the subject.
- Ms. Quigley inquired if any in the group has insight on the issue of questions in SB 143.
- Mr. Tavarez commented that the texting and walking issue is very significant and of serious concern in southern Nevada. Mr. Greco asked if he had any recommendations, to which Mr. Tavarez answered that the ultimate recommendation is driver awareness and attention. He noted that it is difficult to recommend strategies when compliance from the public is difficult.

Agenda Item 11: Traffic Records Executive Committee (TREC)

The NECTS serves as the TREC and includes an agenda item at each NECTS meeting. TREC discussion items are based on concerns raised by the Traffic Records Coordinating Committee (TRCC) which the TREC oversees.

Discussion

Ben West, Traffic Records Program Manager for the Office of Traffic Safety, provided the TRCC update.

NCATS Modernization project, which is the update to crash citation data collection to improve accuracy and timeliness of data into the NCATS repository, is currently underway. Brazos Technology is the vendor for the project. The project is more than a year behind schedule.

Some smaller agencies have adopted the software agency-wide. NDOT has found problems with consistency of the data and the team has met with the vendor, most recently in January, and has received assurances that existing problems will be solved and the project schedule will get back on track. Back end data issues and data integrity issues are being addressed. There is a follow up meeting in April with the DPS Director and other stakeholders, at which time a software update will have been made and improvements made will be known.

Other upcoming TRCC issues to be addressed at the next April meeting include an update on the TRCC strategic plan on data collection. Adding EMS pre-hospital data and integrating that with NCATS data is being considered, but TRCC needs to approve this approach.

The data development subcommittee, meeting for the first time in April, is to look at how compliant reporting is with NHTSA standards.

A Charter change at TRCC is being considered to more accurately mirror the NECTS membership and maintain compliance with MAP 21. It was noted there are no major changes for Traffic Records compliance with MAP 21.

Ms. Wemple inquired about when NCATS should be completed. Mr. West answered that June 2014 is the current target completion date.

Agenda Item 12: Public Comment

Chuck Reider addressed the issue of where Zero Fatalities plays into everyday business, and discussion ensued. Mr. Greco encouraged agencies within the SHSP effort build awareness among their staff. For example, agencies could incorporate safety training and motorist defensive driving training. Another way to get the message out, Mr. Greco suggested, is Zero Fatalities license plate frames or window clings for agency vehicles and employees. Ms. Wemple noted that some agencies have particularly strict rules for staff on policies such as using cell phones while driving. Mr. Wilhite commented that there are certainly benefits to bringing more awareness to private businesses, as companies who do not have strict policies about driving do often encounter liability issues.

Meeting adjourned at 2:45 p.m.

Nevada Executive Committee on Traffic Safety (NECTS)

TUESDAY, SEPTEMBER 25, 2012, 9:30 A.M. to 11:30 A.M. PST EMBASSY SUITES CONVENTION CENTER 3600 PARADISE ROAD, LAS VEGAS, NV 89109

Phone: 8053090015, Code: 715013886 <https://www3.gotomeeting.com/join/715013886>, meeting #: 715013886

MEETING AGENDA

9:309:35	Welcome and Introductions <i>Handout #1 Agenda</i>	L. Gibson
9:359:40	Public Comment	All
9:409:45	Approval of February 7, 2012 Minutes [ACTION ITEM] <i>Handout #2 – February 7, 2012 Minutes</i>	L. Gibson
9:459:55	Approval of New NECTS Members [ACTION ITEM]	L. Gibson
9:5510:10	Outcomes from Safety Conversation Circle at Nevada Transportation Conference and Las Vegas Metropolitan Police Traffic Symposium <i>Handout #3 – Traffic Symposium Report</i>	All
10:1010:35	Nevada Safety Summit <i>Handout #4 – Summit Agenda</i>	T. Pearl
	<i>Handout #5 – Save the Date Card</i>	
10:3510:50	Zero Fatalities Material Usage <i>Handout #6 – Zero Fatalities Material Samples</i>	B. Wilhite
10:5011:15	MAP21 Legislation Discussion <i>Handout #7 – MAP21 Summary</i> <i>Handout #8 – Highway Safety Improvement Program (HSIP) MAP21 Summary</i>	R. Malfabon
11:1511:25	Traffic Records Executive Committee (TREC) J. Gayer	T. Pearl/
11:2511:30	Public Comment	All

Nevada Executive Committee on Traffic Safety (NECTS) Meeting Minutes

Tuesday, September 25, 2012, 9:30 a.m. to 11:30 a.m. PST Embassy Suites Convention Center, Las Vegas, NV

ATTENDEES (*guest, # non-voting member)

Lee Gibson (Chair) Regional Transportation Commission of Washoe County Capri Barnes* Safe Communities Partnership Jim Ceragioli* Nevada Department of Transportation Patrice Echola* Regional Transportation Commission of Washoe County (phone) Sgt. John Gayer* Henderson Police Department Jim Gubbels* Regional Emergency Medical Services Authority Susan Klekar# Federal Highway Administration Kyle Kubovchik* Atkins Kevin Lee* Nevada Department of Transportation (phone) Rudy Malfabon Nevada Department of Transportation Kevin Malone for Bruce Breslow Nevada Department of Motor Vehicles Lt. Leonard Marshall* Las Vegas Metropolitan Police Department Traci Pearl Nevada Office of Traffic Safety Sgt. Todd Raybuck* Las Vegas Metropolitan Police Department Robert Roshak Nevada Sheriffs and Chiefs Association Robin Sweet Administrative Office of the Courts (phone) Cpt. Mark Tavarez* Las Vegas Metropolitan Police Department Maj. Kevin Tice for Col. Bernie Curtis Nevada Department of Public Safety Brent Wilhite* Penna Powers Brian Haynes Beth Wemple* Cambridge Systematics Ben West* Nevada Office of Traffic Safety Eric Tang* Cambridge Systematics

ACTION ITEM REPORT

MEETING REPORT Agenda Item 1: Welcome and Introductions

Lee Gibson called the meeting to order and attendance was recorded.

Agenda Item 2: Public Comment

Action Item	Contact	Status
Approval of February 7, 2012 Minutes	All	Approved
Approval of new NECTS members	L. Gibson	Approved
NECTS Member Checklist	L. Gibson	Approved
SHSP Activities in 2012 (Nomination of new NECTS Members)	C. Reider	Approved

No public comments.

Agenda Item 3: Approval of February 7, 2012 Minutes – Action Item

Mr. Gibson asked for a motion to approve the NECTS Meeting Minutes of February 7, 2012. Traci Pearl moved to approve and Mr. Malfabon seconded the motion. The motion was unanimously approved.

Agenda Item 4: Approval of New NECTS Members – Action Item

An action item from the February 7, 2012 NECTS meeting was to recruit new members for the NECTS, specifically from agencies that may have an interest in traffic safety issues in Nevada. The following agencies were to be approached:

Carson Area MPO, Carson City Tahoe Transit District Clark County School District Nevada Fire Chiefs Association REMSA in Washoe County Clark County Fire and Rescue Lyon County Emergency Response Major law enforcement agencies, including Reno Police Department, Las Vegas Metropolitan Police Department, Henderson Police Department, and Washoe County Sheriff's Office

Discussion

In attendance at this meeting were Captain Mark Tavarez of the Las Vegas Metropolitan Police Department and Jim Gubbels of the Regional Emergency Medical Services Authority. The group discussed a possible motion to add these agencies to the NECTS membership. Captain Tavarez recommended the addition of the Henderson Police Department to a motion. Mr. Gibson moved to approve the addition of the three agencies to the NECTS membership. Mr. Malfabon seconded the motion. The motion was unanimously approved. The addition of other agencies to the NECTS membership outside of these three may take place at future NECTS meetings.

Agenda Item 5: Outcomes from Safety Conversation Circle at Nevada Transportation Conference and Las Vegas Metropolitan Police Department (LVMPD) Traffic Symposium

This agenda item provided an opportunity for NECTS members to discuss outcomes from traffic safety discussions at the Nevada Transportation Conference in March 2012 and the LVMPD Traffic Symposium in July 2012. On March 27, 2012 at the Nevada Transportation Conference, NECTS members participated in a safety forum during which agencies discussed how they can strengthen their efforts within the Zero Fatalities campaign. On July 19, 2012, LVMPD hosted a symposium to discuss issues and trends within traffic safety, particularly within those topic areas where fatality and injury numbers have increased.

Discussion

The group discussed traffic safety observations that were shared at these two events. · Mr.

Gibson has noticed drivers are taking phone calls and texts in parking lots instead of doing the same act while driving.

- Ms. Pearl highlighted the successful efforts of Joining Forces and the collaborative effort between OTS and NDOT in combining media dollars for traffic safety campaigns. Mr. Gibson recommended the involvement of the RTCs in these campaigns. Captain Tavarez discussed the possibilities of establishing a public-private traffic safety coalitions. A good example of a program is one by MGM Resorts that involves 5,000 employees.

- Jim Ceragioli suggested applying the outcomes from the LVMPD traffic symposium into the activities of the SHSP CEA teams.
- Sgt. Raybuck noted enforcement activities are limited by the engineering of roads. He also noted a greater need to change driving culture, which corresponds to increased education and awareness-building activities.
- Mr. Gibson and Kyle Kubovchik suggested tying the outcomes of these events into the activities of the upcoming Nevada Safety Summit. .

Agenda Item 6: Nevada Safety Summit

The Nevada Department of Transportation and the Nevada Office of Traffic Safety are cohosting the biannual Nevada Safety Summit on November 7-8, 2012 at Texas Station in North Las Vegas. During this Summit, a variety of traffic safety issues will be discussed, with each issue related back to the overall conference theme of the fifth “E” Everyone as well as to the Zero Fatalities campaign. The annual Nevada Strategic Highway Safety Plan (SHSP) awards luncheon will also be held during the Summit.

Discussion

Ms. Pearl gave an overview of proposed Summit activities, including sessions, schedule, and promotional material. The group recommended sharing the outcomes of the LVMPD Symposium with Summit attendees. Mr. Gibson requested the inclusion of a session pertaining to the relationship between public transportation and traffic safety. Sgt. Raybuck indicated there is a strong connection between pedestrians and transit. Mr. Gibson strongly encouraged everyone to attend the Summit.

Agenda Item 7: Zero Fatalities Material Usage

Zero Fatalities is the official traffic safety campaign for Nevada. As part of the campaign, a number of materials have been developed to educate the public on traffic safety. Agencies across Nevada are encouraged to utilize these materials to promote traffic safety.

Discussion

Mr. Wilhite gave an overview of recent campaign material as well as the results from the public opinion survey related to the Zero Fatalities campaign: · 30 percent of those above the age of 18 are aware of the Zero Fatalities campaign. · 57 percent of those aware of the campaign believe it has changed his/her behavior · 85 percent of Nevadans watched the Olympics at some point, compared to 40 percent for

the Superbowl. Audience members watched Zero Fatalities ads five times on average during Olympic broadcasts. · Zero Fatalities billboards and gas station pump ads have been placed throughout the state. · Campaign ads have been broadcasted during UNR games and on other radio programs. · Online advertising has also been used, including streaming ads on Hulu.

Sgt. Raybuck suggested expanding ads to UNR and UNLV campuses. NECTS members may contact Meg Ragonese at NDOT or Valerie Evans at OTS for Zero Fatalities campaign materials. Lt. Marshall suggested the distribution of info at DUI checkpoints.

. Agenda Item 8: MAP-21 Legislation Discussion

This agenda item gave NECTS members a chance to discuss traffic safety legislation that may affect activities at their agencies.

Discussion

Mr. Malfabon gave an overview of the recent reauthorization of the federal transportation bill which greatly increased funding for traffic safety but removed earmarks. Programs in the bill are greatly tied to performance measures. NDOT would like to improve crash data collection in the state. To do so, the agency is investigating a BDR that addresses both a primary seat belt law and crash data ownership. NDOT is awaiting final guidance from FHWA. Mr. Malfabon indicated the gas tax will not be sustainable for future transportation funding with increased vehicle fuel efficiency and fewer vehicle miles driven by the public. Mr. Malfabon suggests reaching out to new legislators after the November election to inform them on the impacts of transportation reauthorization. Ms. Klekar highlighted High Risk Rural Roads and Older Driver elements in reauthorization that require special attention if certain performance thresholds are not met. It should be noted the ten percent flex program no longer exists. Mr. Gibson also highlighted the bill's greater emphasis on transit safety and security. Mr. Gibson suggested the group follow up on this discussion at the next NECTS meeting.

Agenda Item 9: Traffic Records Executive Committee (TREC)

The NECTS serves as the TREC and includes an agenda item at each NECTS meeting to discuss traffic records matters. TREC discussion items are based on concerns raised by the Traffic Records Coordinating Committee (TRCC) which the TREC oversees.

Discussion

Sgt. Gayer and Mr. West reported to the TREC. Five agencies in northern Nevada and four agencies in southern Nevada are currently in pilot tests of the updated NCATS crash and citation system. There is a push to move the NCATS repository to vendor servers, however, it is recognized that not all agencies would want to use this particular vendor as it conflicts with existing relationships and contracts with other vendors. It was noted that the old system may need to be integrated with the new Brazos system for those agencies that choose not to adopt the Brazos system. While he recommends keeping the existing repository, Mr. Gayer sought NECTS advice on the issue. Mr. Reider suggested that instead of making an immediate decision, the TRCC should provide the NECTS a summary of software and hardware options that address the problems that are being faced during the NCATS Modernization process. According to Mr. West, Ken Baldwin at the Department of Public Safety may have more input. Following Mr. Reider's suggestion, Ms. Pearl requested a list of pros and cons and the implications of software choices. Mr. West will prepare and present this list at the next NECTS meeting.

Mr. Greco inquired about how systems are being standardized to collect data and crash reporting. Mr. West indicated the Brazos software has been tested during the NCATS modernization project with success at three of the five agencies that have applied the new unified system. The other two agencies currently have compatibility issues. Mr. West stated the Administrative Office of the Courts is working with DPS to ensure smooth data reporting and output of PDF files. Sgt. Gayer noted Brazos is providing a manual to ensure agencies have data integrity. Mr. West reported 17 agencies are on board with the NCATS modernization project and are

submitting citations directly to the Brazos servers; only two are using paper (Henderson PD and Las Vegas Metro PD). Mr. Reider stressed the idea of integration and data sharing between agencies.

Agenda Item 10: Public Comment

No public comments.

Meeting adjourned at 11:15 a.m.



Drive Safe Nevada

Nevada Executive Committee on Traffic Safety (NECTS)

TUESDAY, FEBRUARY 7, 2012, 10:00 A.M. to 12:00 P.M. PST RTC
Washoe Boardroom 2050 Villanova Drive, Reno, Nevada 89502

MEETING AGENDA

- | | | |
|-------|-------|--|
| 10:00 | 10:05 | Welcome and Introductions
<i>Handout #1 Agenda</i> |
| 10:05 | 10:10 | Public Comment |
| 10:10 | 10:15 | Approval of September 27, 2011 Minutes [ACTION ITEM]
<i>Handout #2 – September 27, 2011 Minutes</i> |
| 10:15 | 10:20 | Installation of new Chair and
Election of new ViceChair [ACTION ITEM] |
| 10:20 | 10:45 | Safety Conversation CircleNevada Transportation Conference S. Klekar |
| 10:45 | 10:55 | NECTS Member Checklist [ACTION ITEM]
<i>Handout #3 – CEO Checklist</i> |
| 10:55 | 11:15 | SHSP Activities in 2012 [ACTION ITEM] |
| 11:15 | 11:30 | Zero Fatalities Material Usage |
| 11:30 | 11:45 | Legislative Discussion |
| 11:45 | 11:55 | Traffic Records Executive Committee (TREC)
J. Gayer |



Nevada Executive Committee on Traffic Safety (NECTS) Meeting Minutes

Tuesday, February 7, 2012, 10:00 a.m. to 12:00 p.m. PST

RTC Washoe Boardroom, 2050 Villanova Drive, Reno, NV 89502

ATTENDEES (*guest, # non-voting member)

Lee Gibson (Chair)	Regional Transportation Commission of Washoe County Jacob
Snow	Regional Transportation Commission of Southern Nevada Bruce
Breslow	Nevada Department of Motor Vehicles
Amy Cummings*	Regional Transportation Commission of Washoe County
Jeff Fontaine	Nevada Association of Counties (phone) Sgt. John Gayer* Henderson Police Department (phone)
Tom Greco*	Regional Transportation Commission of Washoe County
Tracy Larkin-Thomason*	Nevada Department of Transportation
Kevin Lee*	Nevada Department of Transportation (phone) Susan Martinovich Nevada Department of Transportation
Ken Mammen*	Nevada Department of Transportation (phone) Greg Novak for
Susan Klekar#	Federal Highway Administration
Traci Pearl	Nevada Office of Traffic Safety
John Penuelas*	City of Henderson (phone)
Meg Ragonese*	Nevada Department of Transportation (phone) Chuck Reider Nevada Department of Transportation
Luana Ritch	Nevada Department of Health and Human Services (phone)
Maj, Brian Sanchez for Col. Bernie Curtis	Nevada Department of Public Safety
Robin Sweet	Administrative Office of the Courts (phone) Ben West*
Nevada Office of Traffic Safety	

Masha Wilson*	Nevada Office of Traffic Safety (phone)
Powers Brian Haynes	Brent Wilhite* Penna
Beth Wemple*	Cambridge Systematics
Eric Tang*	Cambridge Systematics
Joanna Hite*	Cambridge Systematics (phone)

ACTION ITEM REPORT

Action Item	Contact	Status
Approval of September 27, 2011 Minutes	All	Approved
Installation of New Chair and Election of New Vice-Chair	C. Reider	Approved
NECTS Member Checklist	L. Gibson	Approved
SHSP Activities in 2012 (Nomination of new NECTS Members)	C. Reider	Approved

MEETING REPORT

Agenda Item 1: Welcome and Introductions

Chuck Reider called the meeting to order and attendance was recorded. Mr. Reider provided a summary of NECTS 2011 activities for the Nevada SHSP. The group was reminded of the Nevada SHSP interim goal of reducing fatalities by half by 2030 and that five emphasis areas exist. A set of graphs was presented showing fatality and serious injury trend lines, goals versus actuals, and interim-year performance measures.

Agenda Item 2: Public Comment

No public comments.

Agenda Item 3: Approval of September 27, 2011 Minutes – Action Item

Mr. Reider asked for a motion to approve the NECTS Meeting Minutes of September 27, 2011. Mr. Gibson moved to approve and Mr. Breslow seconded the motion. The motion was unanimously approved.

Agenda Item 4: Installation of New Chair and Election of New Vice-Chair – Action

Item

The NECTS By-Laws state that the terms of office for the Chair and Vice-Chair are for one year. At the end of the one year term, the Chair will be replaced by the Vice-Chair, with a new Vice-Chair selected at the anniversary meeting of the NECTS. The Vice-Chair will be nominated from the membership of the NECTS.

Discussion

Lee Gibson, having served the role of Vice-Chair in 2011, assumed the role of NECTS Chair for 2012. Mr. Gibson nominated Jacob Snow for Vice-Chair. The nomination was seconded and the motion to approve Mr. Snow for NECTS Vice-Chair passed unanimously. Mr. Snow was not in attendance at the time of the nomination and it was decided that Mr. Gibson would confer with him following the meeting regarding acceptance.

Agenda Item 5: Safety Conversation Circle – Nevada Transportation Conference

At the September 27, 2011 meeting, the NECTS approved the concept of participating in a safety forum at the Nevada Transportation Conference and all NECTS members are encouraged to participate in a traffic safety session for the Nevada Transportation Conference March 27, 2012

at the Texas Station Casino in Las Vegas. The session topic is “The Road to Zero Fatalities, Engaging Your Local Communities” and will last approximately one hour beginning at 3:30. The conversation circle allows attendees to discuss how their agency can engage their staff and constituents in Zero Fatalities. More information about the conference can be found at: www rtcwashoe com/ntc.

Discussion

Mr. Novak, speaking for Ms. Klekar, provided an overview of the upcoming 2012 Nevada Transportation Conference to be held in Las Vegas on March 27-28 and explained the purpose of the conversation circle. The conversation circle will be held on the first day of the conference with Ms. Klekar acting as moderator. Mr. Gibson noted that this conversation circle provides a unique opportunity for the topic of safety because RTC of Washoe County and RTC of Southern Nevada are updating their regional transportation plans this year. Mr. Gibson suggested the

focus for the exercise should be to discuss available design methodologies that will induce behavior changes and to ensure there is an understanding of how to best match federal safety requirements with local objectives.

Mr. Reider spoke of a conversation circle format seen recently at AASHTO's 2011 Spring meeting. Having already consulted with Ms. Klekar about using this particular technique, he suggested the format be considered by the NECTS for its exercise. The format is one in which:

individuals are seated at a grouping of five or six chairs in a semicircle; participants hold discussions and offer ideas; individuals eventually leave the conversation freeing chairs for

others in the audience to join in and continue the conversation. NECTS members are encouraged to be seated in the circle at the beginning to initiate the discussion and to show the audience how the a conversation circle works. As Mr. Gibson remarked that topics discussed in the circle will be critical, Ms. Wemple suggested the topic of successful engineering designs would be beneficial. It was decided that Mr. Reider, Mr. Novak and Ms. Klekar will develop a preliminary list of discussion topics for the conversation circle, with Mr. Novak following up with individuals who have volunteered to participate. NECTS members should contact Mr. Reider if they are interested in participating in the circle..

Mr. Breslow shared information regarding autonomous vehicles. Beginning in April 2012, autonomous vehicles will be allowed on Nevada roads, streets, and freeways for testing purposes. Mercedes will release 2013 model year autonomous vehicles on roads within the next few months. Google is playing a major role in the autonomous vehicle technology. Mr. Breslow noted that safety features in the new technology would depend on marked lanes on roads. As there will be a push to legitimize the concept, other states are following Nevada's lead in developing the complex regulations that go before Legislature. Mr. Breslow requested the group contact him for further information.

Agenda Item 6: NECTS Member Checklist – Action Item

During the 2011 AASHTO Spring meeting, state transportation officials from across the United States were presented with a checklist to help determine if states were meeting specific safety goals, objectives, or needs. A similar checklist was subsequently developed for NECTS members to determine if Nevadan agencies are meeting the goals, objectives, and needs of the SHSP.

Discussion

Mr. Gibson explained that Cambridge Systematics and Mr. Reider developed the checklist of guidelines as a tool for agencies' use to meet SHSP goals and stay on track. Mr. Tang provided a review of each item on the checklist and opened the floor for questions or comments.

A question was raised about the safety performance goals item. Ms. Martinovich explained that those were added to compliment the Governor's safety related performance goals that are currently under review

Regarding the item on obligation of Federal funds and how that action item would work for agencies other than NDOT, Mr. Snow noted there could be available Federal funds the RTCs may apply toward safety items. Ms. Martinovich agreed that there might be opportunities in local obligation of Federal funds as there is a tie in to State obligations. Mr. Gibson suggested the focus of funding should not remain at

minimum requirements for safety expenditures, but to rise to a next focus level of defining decision-making criteria for project selection.

Mr. Gibson asked the NECTS for a motion to approve the checklist for use as intended. Mr. Snow moved to approve, Ms. Martinovich seconded, and the motion passed unanimously.

Agenda Item 7: SHSP Activities in 2012 – Action Item

Since the approval of the SHSP, Critical Emphasis Area teams have been responsible for tracking the implementation of SHSP strategies and action steps. Teams have met quarterly in groups of varying sizes. Additional recruitment is a key component in increasing participation.

Another important issue is the tracking of performance measures associated with each strategy and action step as teams need to review the quality and quantity of the data they are collecting for tracking activities. A new activity for 2012 is the enhancement of local implementation of the SHSP. Another activity is the consideration of additional members to participate in the NECTS.

Discussion

Mr. Gibson invited Mr. Reider to provide an update on SHSP activities planned for 2012. Mr. Reider indicated that the first discussion item on this topic is the need to increase Zero Fatalities awareness. In moving toward the culture change to Zero Fatalities, efforts should go beyond traditional advertising. Mr. Reider encouraged members to do more to integrate the logo within their agencies.

Mr. Reider asked the NECTS to consider recruiting more SHSP participation and recruiting additional agencies for NECTS membership. Mr. Greco recommended contact be made to the MPOs that are not currently involved. Mr. Fontaine made a suggestion that contact be made with the Tahoe Transit District. Mr. Breslow recommended Department of Education increase their involvement and Ms. Pearl suggested NECTS contact area universities.

Ms. Martinovich initiated a discussion on law enforcement involvement. Maj. Sanchez stressed the need for executive level support from these law enforcement agencies.

Regarding first responders, Mr. Gibson asked Ms. Ritch for her thoughts on which agencies might fit within the NECTS. Ms. Ritch indicated the two largest first responder agencies are Clark County Fire and Rescue and REMSA in Washoe County. For a rural service, she suggested Lyon County Emergency Responders.

It was mentioned by Mr. Breslow that NHTSA is testing a new program that could require all vehicles to have a communication device installed that will recognize other devices upon interchange approach. Fatalities are expected to reduce significantly if the system is adapted, according to NHTSA. Mr. Breslow stated it would be helpful to be aware of these forthcoming technologies. Ms. Ritch then agreed to look into possible participation from the fire chiefs association which represents first responders.

There was a motion proposed by Mr. Snow to make initial contact with the following candidates to solicit NECTS membership. NECTS members are encouraged to bring the membership topic up informally during meetings with prospective member agencies. The follow up will be to have staff contact these candidates by telephone with a letter of invitation from the NECTS Chair, and an action item will be included in the agenda of the next NECTS meeting to request to include them on the committee.

- Carson Area MPO, Carson City
- Tahoe Transit District
- Clark County School District
- Nevada Fire Chiefs Association
- REMSA in Washoe County
- Clark County Fire and Rescue
- Lyon County Emergency Response
- Major law enforcement agencies, including Reno PD, Las Vegas Metro PD, Henderson PD, and Washoe County Sheriff's Department

Mr. Gibson asked for Ms. Sweet's thoughts on adding a judicial component to the NECTS. Ms. Sweet's opinion is that judges' associations should be approached for topic specific items but she is unsure how to make a connection between those associations and the NECTS. On this topic, Ms. Martinovich said that she would reach out to former NDOT AG Dan Wong and solicit involvement. Mr. Reider stated that the NECTS should work toward being placed on the agenda for the semi-annual judicial conference.

Mr. Lee noted that there are Traffic Incident Management Coalition meetings in the rural areas later in the month. He will send details to Mr. Gibson and Mr. Reider. In turn, they will let Mr. Lee know if anything NECTS-related needs to be brought up by him in those meetings.

Ms. Martinovich suggested an amendment be made to Mr. Snow's motion to reflect that action will be taken to contact NECTS candidates by the next meeting at which point candidates will be officially nominated. The amendment was recognized by the Chair. Mr. Breslow seconded the amended motion. A vote was taken and the motion was passed unanimously.

Agenda Item 8: Zero Fatalities Material Usage

Zero Fatalities is the official traffic safety campaign for Nevada. As part of the campaign, a number of materials have been developed to educate the public on traffic safety. Agencies across Nevada are encouraged to utilize these materials to promote traffic safety.

Discussion

Mr. Wilhite was introduced to present NECTS members an opportunity to learn more about initiatives related to the Zero Fatalities traffic safety campaign and to present resources available to get others on board with Zero Fatalities. Outreach techniques and tools available to all agencies include: Zero Fatalities logo; Zero Fatalities email signature; television ads; radio ads; Man-on-the-Street video; fact sheets; vertical banners; pledge boards; window clings; and others.

Ms. Martinovich suggested the well-received Man-on-the-Street video be shown at RTC Washoe County and RTC Southern Nevada meetings.

Mr. Gibson made a suggestion to gear some promotional materials toward the maintenance of vehicles. Mr. Breslow requested from Mr. Wilhite a large format poster with maintenance importance issues and statistics.

Mr. Greco suggested the development of an alternate logo that includes the Zero Fatalities website address. He also suggested the development of Zero Fatalities bumper stickers.

Ms. Wemple asked about the costs of bus wrap advertising and to consider that option for the Zero Fatalities campaign. Mr. Snow provided an estimate of \$20,000 per month for buses in the Las Vegas area.

Agenda Item 9: Legislative Discussion

This agenda item gives NECTS members a chance to discuss traffic safety legislation that may affect activities at their agencies.

Discussion

Ms. Martinovich solicited safety responses from NECTS members. Ms. Pearl noted the Nevada Office of Traffic Safety will submit BDR legislative requests by late-February.

Given time constraints, Mr. Gibson suggested the NECTS discuss legislative matters at Nevada Transportation Conference in the March.

Agenda Item 10: Traffic Records Executive Committee (TREC)

The NECTS agreed to serve as the TREC and to include an agenda item at each NECTS meeting. TREC discussion items are based on concerns raised by the Traffic Records Coordinating Committee (TRCC) which the TRE **Discussion**

Sgt. Gayer and Mr. West reported to the TREC. Five agencies in northern Nevada and four agencies in southern Nevada are currently in pilot tests of the updated NCATS

crash and citation

system. There is a push to move the NCATS repository to vendor servers, however, it is

recognized that not all agencies would want to use this particular vendor as it conflicts with existing relationships and contracts with other vendors. It was noted that the old system may need to be integrated with the new Brazos system for those agencies that choose not to adopt the Brazos system. While he recommends keeping the existing repository, Mr. Gayer sought

NECTS advice on the issue. Mr. Reider suggested that instead of making an immediate decision, the TRCC should provide the NECTS a summary of software and hardware options that address the problems that are being faced during the NCATS Modernization process. According to Mr. West, Ken Baldwin at the Department of Public Safety may have more input. Following Mr. Reider's suggestion, Ms. Pearl requested a list of pros and cons and the implications of software choices. Mr. West will prepare and present this list at the next NECTS meeting.

Mr. Greco inquired about how systems are being standardized to collect data and crash reporting. Mr. West responded that Brazos software is being tested during the NCATS modernization project with success at three of the five agencies that have applied the new unified system. The other two agencies have compatibility issues. Mr. West stated the Administrative Office of the Courts is working with DPS to ensure smooth data reporting and output of PDF files. Sgt. Gayer noted Brazos is providing a manual to ensure agencies have data integrity. Mr. West reported

that 17 agencies are on board with the NCATS modernization project and are submitting citations directly to the Brazos servers; only two are using paper (Henderson PD and Las Vegas Metro PD). Mr. Reider stressed the idea of integration and data sharing between agencies.

Agenda Item 11: Public Comment

Mr. Reider suggested that Summit be discussed at next NECTS meeting.

Mr. Gibson suggested a change in location rotation for upcoming NECTS meetings. Future Winter meetings may take place in southern Nevada while future Summer meetings may take place in northern Nevada.

Meeting adjourned at 12:15 p.m.



Nevada Strategic Highway Safety Plan

Impaired Driving CEA Team Meeting

Tuesday, November 27, 2012 10:00 AM to 11:30 AM

10:00-10:05 AM	Welcome and Introductions <i>Handout #1 – Agenda</i>	Susan Aller-Schilling
10:05-10:10 AM	Introduction of New Members	Susan Aller-Schilling
10:10-10:30 AM	Nevada Safety Summit Impaired Driving Session Recap <i>Handout #2 - Notes from Impaired Driving Evaluations</i>	Susan Aller-Schilling
10:30-11:00 AM	Performance Measure Baseline Data <i>Handout #3 - Baseline Performance Measure Data</i>	Susan Aller-Schilling
11:00-11:10 AM	Review Impaired Driving Activities from Past Quarter	All
11:10-11:20 AM	Discussion of Impaired Driving Activities for Next Quarter	All
11:20-11:25 AM	Open Discussion	All
11:25-11:30 AM	Scheduling of Future Meetings	All



Nevada Strategic Highway Safety Plan

Impaired Driving CEA Team Meeting Report

ATTENDEES

Barbara Mirmas, volunteer, Metro PD
Sgt. Munoz, Nevada Highway Patrol
Jaime Tuddao, Nevada DOT
Laura Sadler, MADD
Deborah Huff, NHP
Pam Beer, Cambridge Systematics

RESULTS

Group recommended the team take a look at DUI training in the state and determine whether there is a need for more resources for training including DRE training. The team may want to undertake some type of study.

Group approved some of the outcome measures, but not the one for repeat offenders. They referred this question to the Data Team. They also did not approve all of the output measures (see report).

MEETING REPORT

Summit Session

The consensus was it was a very comprehensive presentation. Laurel Sadler talked about the recidivism study, Laura Osland spoke about youth activities in the state, and the last speaker talked about the NHP. Pam Beer reported the evaluations were very positive as well. Most people indicated they want more time and found it hard to choose among so many concurrent sessions.

Performance Measure Baseline Study

Pam Beer reported each CEA was asked to review the recommended changes in performance measures. The changes were made because it was evidence that measuring performance on a quarterly basis was different with so many output and outcome performance measures and the difficulty in collecting outcome measures due to a lack of information and resources, and the time it takes. In addition, some performance measures are better measured annually and other measures were too vague to be of value.

A discussion on performance measures and how programs are evaluated followed. A question was asked about the number of high-visibility programs in Nevada and whether the number was tallied by programs and locations. Nevada, through the Joining Forces program, does a lot of high visibility programs and do them where the data indicates there are alcohol impaired problems.

Sgt. Munoz indicated the NHP has billboards and signage to educate people, but also noted officers are looking for DUIs on every shift.

Another question was asked about how it is determined what has an impact. There are a number of activities going on that could impact the numbers. On the other side, there are agencies that are reducing the number of officers available to do DUI or disbanding units that focused on the problem. That is why there has been a push to do more training. There needs to be some recognition of the impact budget cuts have on available officers and the amount of DUI enforcement that can be accomplished.

Sgt. Munoz noted most officers have been through DUI training like the A-RIDE program, but he noted the real problem is drugged driving. He noted he is a DRE, but is having a hard time finding a DRE program. That is an area where the CEA team could help and make sure there is sufficient DRE training programs available. For Las Vegas Metro, training coordinator Carol DeFolio is having a lot of classes cancelled lately. Statewide this lack of training in general is a real problem.

Pam Beer indicated the team may want to look at what is happening with training statewide and see what can be done to solve the problem. Action Step 1.4 is to encourage other law enforcement agencies to conduct refresher training programs on sobriety testing. This action step could be expanded to look into the entire issue of training. Sgt. Munoz noted Eddie Bowers with the NHP is trying to get refresher courses on DUI. In the agency it is not a requirement and some officers took a course 15 years ago.

Review of New Outcome and Output Performance Measures

Strategy 1 Increase the number of high visibility DUI programs

Outcome Five year average number of DUI fatalities and serious injuries. (approved)

Outputs Number of agencies that support high visibility enforcement efforts (all approved)
Number of media hits that mention DUI enforcement
Number of materials produced, number of agencies contacted
Number of training programs conducted, number of officers trained
Number of locations/corridors

A question was asked about why there are five year averages in the SHSP particularly when the last five years is when many law enforcement agencies have had budget problems. Pam Beer explained the SHSP is a five year plan and the five year or three year average are commonly used.

Another question was asked about the designation serious injury and whether it differed from substantial bodily harm. Jaime Tuddao indicated the crash report does identify whether it was an A or B injury which means an incapacitating injury or non-incapacitating.

Strategy 2 Enhance programs on impaired driving for young drivers.

Outcome Five year average number fatalities and serious injuries from crashes involving a DUI by a driver under age of 21. (approved)

Outputs Number of revised curriculums (revise)

Number of citations/incidents

Pam Beer suggested the group may want to look at the word enhance and determine what that means. What does the group want to accomplish with this strategy. Is it expanding the programs, making them more effective?

Change the first output measure to: Number of impaired driving programs, activities, curriculums conducted for young people

Strategy 3 Reduce the number of repeat DUI Offenders.

Outcome Number of Repeat DUI offenders (not approved-awaiting assistance from Data Team)

Outputs The number of stakeholders who received the informational packages (approved)

Number and types of information collected to support mandatory evaluation (not approved)

Number of comparable sites to be studied (not approved)

Outcome Measure - The number of repeat offenders is very hard to get. MADD has been trying to figure out Nevada's recidivism rate. The best place they found was to get the information from the offenders who participate in victim impact panels. They did a survey to find out how many of these individuals are repeat offenders. They are collecting information in the North, but it was not clear who was collecting the information. The Henderson Police Department also did a recidivism study but just on one court system. Laurel has that information. It is not clear who is getting information on the number of repeat offenders unless there is a previous conviction. There is also a problem if the person is from out-of-state. Having a centralized location for convictions would be a way to solve the problem. Overall the group determined more research is needed on how to obtain information on the number of repeat offenders and they agreed to request assistance from the Data Team.

The output measure for mandatory evaluation may not be correct. Currently an evaluation is mandatory for those with a high BAC (.28 and above), anyone under age 21, and for those with second and third time offenses. Would the number of contacts made or materials distributed be more appropriate?

For the last output measure, is it the number of comparable sites to be studied, or is it the number of courts visited?

Tracking Tool

The team was able to update information for Strategy 1, but could not provide any information on Strategies 2 and 3. The people responsible for those strategies were not in attendance. A question was asked on Action Step 2.2 Conduct pilot Cops In Shops and Compliance Check programs to reduce youth access to alcohol. Local police departments to have access to Enforcing Underage Drinking Laws (EUDL) funds, but Laura Osland would have a better idea. Most of the time when the compliance checks are done, there is an article in the newspaper on who sold and who did not so the issue seems to be well reported.



Nevada Strategic Highway Safety Plan

Impaired Driving CEA Team Meeting

Wednesday, March 13, 2013 2:30 PM to 4:00 PM

2:30-2:35 PM	Welcome and Introductions <i>Handout #1 – Agenda</i>	Susan Aller-Schilling
2:35-2:40 PM	Introduction of New Members	Susan Aller-Schilling
2:40-3:00 PM	Nevada SHSP Annual Report and Performance Measurement <i>Handout #2 - Nevada 2012 SHSP Annual Report</i>	Eric Tang
3:00-3:15 PM	Review Impaired Driving Activities from Past Quarter <i>Handout #3 - Impaired Driving CEA Tracking Tool</i>	All
3:15-3:30 PM	Discussion of Impaired Driving Activities for Next Quarter	All
3:30-3:45 PM	Legislative Issues	All
3:45-3:55 PM	Open Discussion	All
3:55-4:00 PM	Scheduling of Future Meetings	All

Minutes Attendance

Susan Aller-Schilling, Nevada Highway Patrol
 Debra Huff, Nevada Highway Patrol
 John Johansen, Office of Traffic Safety
 Laurel Stadler, Northern Nevada DUI Task Force
 Eric Tang, Cambridge Systematics

Debra Huff introduced herself to the team. She is based out of Southern Command of NHP in Las Vegas.

Susan will follow up on NHP members.

John – Criminal Justice System, AOC, DMV, Department of Health

Eric to add the administrative contact for the Sparks judges.

Clark DA – Brian Rutledge vehicular crimes unit. Bruce Nelson TSRP potential contact.

Moving forward, use a meeting scheduler to determine ideal times for all members to attend the meeting.

Annual Report

Strategy 2: John suggests breaking Graduating Licensing age group 15-17 and unrestricted 18-20. New driver licensing directives in MAP-21.

Strategy 3: Laurel's Victim Impact Panel survey will be conducted in 2014, the last one was in 2012.

Sandy Heverly of STOP DUI had conducted survey in Henderson.

John mentioned AOC has all the courts reporting DUI broken out as a specific offense.

John mentioned Clark County and Clark County Judicial court – tracking persons their recidivism rate after completion of a treatment program. And compare this to those who went through treatment. Two years after treatment without treatment 27-33%, with treatment 8-10%.

1.1 – DRIVE program update. Need to expand to Las Vegas. Reinstitute ARIDE program. Advanced Roadside Impaired Driving Enforcement – developed by NHTSA. Has DRE element. Reach out - 17 sheriff offices, 13 incorporated cities – total 30 local agencies, plus NHP (3 regions), UNR, UNLV, 2 school districts, - target 50 percent of agencies. – underway recurring

1.2 – DUI checkpoint in February. St. Patrick's Day- underway recurring

1.3 – Traditional 911 is being used, we may need to tweak this. Not started.

1.4 – Februry 2013 SFST in the north – 12 students. Attrition. None in the south. 100% compliance ah NHP. See all agencies - 25 percent. Post-academy could be a source of data.

1.5 – completed.

2.1 – Check with Laura Oslund offline.

2.2 – Cops in Shops – DRIVE program. No 2013 compliance check program yet. Metro LV has done compliance check. Central Lyon Connection, UDL in the south, Add Laura and contact her.

3.1 – No AGACID program anymore. Still stalled. No information on number of ignition interlocks installed as this is a private enterprise.

3.2 – No AGACID still stalled. There is the survey information on the repeat offenders.

3.3 – waiting for 2014 survey. Media campaigns. There is a BDR pending about repeat offenders, not clear on the content if its crime or impaired driving. Completed but recurring.

Legislation

ARIDE DRE may become important later on. Discussions about implied consent warning in Missouri.

Peripheral laws on (e.g. sealing of records)



Nevada Strategic Highway Safety Plan

Impaired Driving CEA Team Meeting Minutes

Monday, July 15, 2013 10:00 AM to 11:30 AM

10:00-10:05 AM	Welcome and Introductions <i>Handout #1 – Agenda</i>	Susan Aller-Schilling
10:05-10:10 AM	Introduction of New Members	Susan Aller-Schilling
10:10-10:30 AM	Nevada SHSP Road Show – September 2013	Eric Tang
10:30-11:00 AM	Review Impaired Driving Activities from Past Quarter	All
11:00-11:15 AM	Discussion of Impaired Driving Activities for Next Quarter	All
11:15-11:25 AM	Open Discussion	All
11:25-11:30 AM	Scheduling of Future Meetings	All

Attendance

Susan Aller-Schilling, Nevada Highway Patrol
 John Johansen, Office of Traffic Safety
 Judy Larquier, Western Nevada College
 Richard Marshall, Nye County Sheriff's Office
 Ken Mammen, Nevada Department of Transportation
 Laura Oslund, Nye Communities Coalition
 Laurel Stadler, Northern Nevada DUI Task Force
 Eric Tang, Cambridge Systematics

Minutes

Welcomes

Richard Marshall was welcomed to the group.

Road Show

The group discussed the upcoming Nevada SHSP Road Show, September 9-13, 2013. Laura Oslund suggested any discussion about impaired driving should include topics on drugs such as marijuana.

Legislative Discussion

Laurel Stadler indicated the marijuana exemption proposal was defeated during the last legislative session. She also indicated there were proposed bills that would have affected DUI policies. In addition, new dispensaries for marijuana are resulting in increased accessibility to the drug, especially for young users. There is no requirement for a doctor to be practicing to issue a marijuana prescription.

John Johansen indicated the US Supreme Court (*Missouri v. McNeely*) has the potential for warrants to be issued for blood draw. John also indicated the rank of Nevada impaired fatalities: Alcohol impairment is first, marijuana second, methamphetamine third, prescription drugs fourth.

Impaired Driving Activity Status

Strategy 1

1.1 – DRIVE and ARIDE programs are ongoing. Susan/Eric to forward information to Rick Marshall to expand these efforts to Nye counties and other locations.

1.2 – Group to contact Trooper Chuck Allen to count media efforts. Susan and Chuck were on radio show on May 24. John noticed media are posting more press releases and specified an article in the Elko newspaper regarding victim impact panels. Susan noted July 4th campaigns. NHP has conducted field sobriety test demonstrations for the district attorney office. Drug recognition expert demonstrations have been held at the National Judicial College. Susan indicated all sworn NHP officers are to be trained in ARIDE.

1.3 – Richard Marshall, Nye County is an example of a new member. Joining Forces could be a recruiting resource.

1.4 – Train the trainer program has been conducted by Eddie Bowers of NHP and Sparks PD. There may be opportunities to loan trainers to academies to Southern Nevada.

1.5 – The group may pursue an update of impaired driving corridor maps.

Strategy 2

2.1 – Safe Driving program at schools have been halted. Programs exist for prom and graduation activities. Outreach is now community based and not through organized training at a school. A simulator has been used as a demonstration device to show the impacts of impaired driving and texting. Other counties (e.g. Humboldt) also active in the Safe Driving program. Outreach activities occur every 1-2 months. Judy Larquier indicated Western Nevada College conducts programs every 18 months via live classes. WNC also has a driver simulator program.

2.2 – Laura indicated there is active re-training of decoys in all counties. Started in February 2013. Need to follow up on the status of training with northern counties.

Strategy 3

3.1 – No ignition law was presented during the past legislative session. There are no current statistics on ignition interlocks.

3.2 – A survey will not be conducted in 2013. The next survey will take place in 2014.

3.3 – Eric will distribute previous survey results on victim impact panels.

Other Topics

Given the news of the Royal Baby, it also reminds everyone of the death of Princess Diana in August 1997 which involved impaired driving.

Eric suggested future meetings could include a guest speaker.

Laurel indicated there is a Daily Marijuana email newsletter. Eric will send a copy of the newsletter to the group.

Next Meeting

The group will determine a meeting time in the range of September 19-20, 2013

MEETING MINUTES

Impaired Driving Critical Emphasis Area (CEA) Team Meeting

Date and time:

Thursday, March 27, 2014
8:30-10:00am

Meeting no: Impaired CEA #1

Location: Northern NV: Kimley-Horn, 5370 Kietzke Lane, Suite 201, Reno

Southern NV: Kimley-Horn, 6671 Las Vegas Blvd. South, Suite 320, Las Vegas

Minutes by: Chuck Reider

Present: Northern NV:

Susan Aller-Schilling, Chair

Mitch Nowicki

Rob Van Diest

Chuck Reider, CEA Facilitator

Southern NV:

Mike Colety

Lindsay Sundberg

DPS, Nevada Highway Patrol (NHP)

Regional Emergency Medical Services

Authority (REMSA)

Reno Police Department (RPD)

CWR Solutions

Kimley-Horn

Kimley-Horn

Conference

Call:

P.D. Kiser

Jaime Tuddao

John Johansen

Laura Oslund, Vice-Chair

Laurel Sadler

Judy Larquier

NDOT, Safety Engineering

NDOT, Safety Engineering

DPS, Office of Traffic Safety (OTS)

NyE Community Coalition

Northern Nevada DUI Task Force

Western NV College Drivers Education

I. Welcome and Introductions

- Chair Susan Aller-Schilling convened the meeting and welcomed the attendees.

II. Impaired Driving CEA Team Representation

- Appointment of CEA team Vice-Chair

Laura Oslund accepted Susan's invitation to become the Vice-Chair.

III> Recruitment

The team expressed interest in expanding its active members and engaging new agencies.

Susan would like to see NHP Southern Command representation as well as Metro and Henderson PD. Laura noted that Rick Marshal of Nye County Sheriffs and Kerry Lee of Lincoln County Sheriffs office are interested in participating.

LinkedIn may be another way of reaching out.

It was suggested each member in attendance reach out in person to one new prospective member.

Reach out to insurance companies such as Liberty Mutual.

How can this team more fully interact with the Governor's DUI Task Force?

IV. *Action Items:*

Susan will contact UNR PD Sgt. John Galicia and Captain Duane Meyer from Washoe County Sheriff's Office.

Consultant staff will provide Laura any additional information she may wish to provide Rick Marshall and Kerry Lee.

Consultant staff will contact those on the team list who did not attend.

Laura indicated she would contact the District Attorney in her area to recruit them into this CEA team.

The team will identify other groups or stakeholders to contact.

V. Impaired Driving CEA Kick-off

Team Communication

Chuck noted that in addition to regular quarterly meetings the consultant staff will provide interim email/phone call updates and encourage discussion among members in between the quarterly meetings. The

team agreed this will keep interest in the team's activities and foster more engagement.

VI. SHSP definitions

Chuck provided basic definitions to the following:

Goal – Zero Fatalities (and our message to the public)

Objectives – A way to measure if we are moving toward our goal.

SHSP Objective: reduce fatalities and serious injuries by 50% by 2030. This translates into a 3.1% annual decrease for each year of the plan.

The SHSP uses a 5-year rolling average.

Strategies – Developed as part of the SHSP update which guide the action steps over the course of the 5-year plan.

Impaired CEA Strategies are:

Increase the number of high-visibility DUI programs

Enhance programs on impaired driving for young Drivers

Reduce the number of repeat DUI offenders

The team wishes to explore new strategies and the best time to do that will be the update to the SHSP which should occur next year. Discussion on new strategies can be ongoing.

Vulnerable Users

Susan reminded the team that the NECTS wishes to incorporate action steps that include vulnerable users such as pedestrians, motorcycles, older drivers.

The team also identified prescription drug use, especially among older drivers that are not aware of possible impairment with their use.

VII. Fatality Update:

2014 as of March 17 (43 total) compared to 2013 as of March 17 (54 total)

Action Item:

Include FARS sheet to team as an attachment to these minutes as well as instructions on how to be added to the distribution list.
John Johansen noted impaired driver information can be delayed several weeks.

Mike Colety noted KH is in the process of updating the rolling averages. They currently received 2012 and will receive 2013 data in a month or so from NDOT Safety Engineering.

The team concurred that it would be good to estimate baseline marijuana data to identify any increases as a result of increased legalized marijuana use. Data collection will be challenging as crash reports may not have the required information and FARS only collects information on fatal crashes. Arrest data may be helpful. John Johansen can update impaired driving reports.

Action Item:

Laura Oslund will provide consultant staff information about the best practices of other states on which data to collect and where it may be available.

Outstanding Action Items (see 09/20/2013 meeting minutes)

Update impaired driving corridor maps- There was consensus among the team that these can provide valuable information. John noted that almost half of the pedestrian fatalities involved impaired pedestrians.

P.D. Kiser noted that a recent channel 8 news story noted that distracted drivers have eclipsed impaired driving crashes.

Data displays to consider- time of day, time of year, special events

Update high crash maps- The team concurred these displays are also valuable. Data elements could be similar to the corridors discussed above. John suggested including speed limits, the most common is 45 mph.

Action Item:

Consultant staff will contact NDOT Safety Engineering staff and the SHSP data team on working towards providing these maps.

Mandatory evaluation of DUI offenders in 2014 (Laurel)

Laurel feels this initiative has lost momentum, however a newly formed Attorney General's group may be working up a bill draft. Both Carl Nieberlein (Sparks PD) and Rory Planetta (Carson City) are members. Members are appointed but anyone is welcome to attend. Every DUI offender is evaluated; however there is no standard evaluation. This group is working towards a standard. Laurel also noted that Nevada only has 689 interlocks in use as compared to New Mexico with 12,000.

Action Item:

Laurel will give a brief presentation at the next Impaired Driving CEA Team meeting.

Victim impact panels survey results

Laurel reported the 2012 survey results from offenders, multiple offenders provided good data on how many repeat. The feedback on treatment (e.g. AA, mandatory driver education) was not as valuable. You are considered a repeat offender if you have a second DUI within seven years. 15% repeat within seven years. 2012 is a baseline and the survey will be redone this year (2014), starting in June. Laurel noted she has been having problems finding volunteers for this year's victim impact panel survey and asked this team to help get the word out. Laurel has contacted schools and Soroptimist clubs in rural areas. Susan stated she may be able to have NHP provide some volunteers.

ARIDE (Advanced Roadside Impaired Driving Enforcement)

Susan noted that NHP provides a refresher Standard Field Sobriety Test (SFST) to everyone every two years through the ARIDE training. She encouraged other agencies to attend the training and track agency certification of ARIDE training. Reno PD has two DUI officers and Rob will check if they have attended and if not can NHP assist in the training. To get a better handle of certification and training, RPD and UNR would be interested in ARIDE training.

Focus Areas 2014-2015

After discussion it was decided the first step was to have the strategy team leaders review the current strategies and action steps and meet May 15 to discuss.

Action Item:

Consultant staff will assist, as requested, with strategy team leaders in preparation for the 5/15 meeting.

VIII. Data

What data do we need?

Much of this was discussed in the previous agenda item (corridor maps). However the topic of DUI Admonition forms (a.k.a. Nevada Implied Consent Warning) came up. Reno Municipal Courts have determined the

current form is coercive. This court considers the Washoe County form to be less coercive. Rob wishes to get the word out to other law enforcement agencies (LEAs) to use the Washoe County form.

Fact Sheets

Chuck asked that the team, at their convenience, review the current impaired driving fact sheet and suggest new data displays, as well as editing or deleting current displays. Laura requested 100-150 of the current fact sheets to distribute.

IX. Next Steps:

Schedule Quarterly Impaired Driving Meetings

The team agreed to the third Thursday of the quarterly month as a regular date, with the exception of the next meeting to be held 6/26.

Next Meeting: Strategy/Action step review 5/15. Quarterly CEA Team Meeting 6/26

Distribution: To all attendees and the Impaired Driving CEA team roster as of 4/8/2014

Date issued: April 10, 2014

EXHIBIT 1_OP_NV_CIOT

PARTICIPATION IN CLICK-IT-OR-TICKET NATIONAL MOBILIZATION

Nevada will participate in the 2016 *Click It or Ticket* national mobilization. The State intends to continue this program's success by maintaining the CIOT program element of high-visibility seat belt enforcement. This enforcement will include all of the following elements:

Intensified enforcement activities will be conducted spanning the period of May 16 through May 30, 2016 and will involve participation of law enforcement agencies serving over 95% of the State's population. Mobilization activities will be data driven and based on information regarding the number and severity of crashes or violations (speed) during the past 12 months, types of violations leading to crashes, days of the week and times of the day that crashes occur, as well as other pertinent data such as type of vehicles involved, driver's age, etc.

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

The 2016 Joining Forces program will fund 24 law enforcement agencies which represent over 95% of the State's population, including the following:

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

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

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

Earned media (press events, news conferences, "kick-off" events, etc.) spanning the entire 2 week campaign will be conducted. Earned media will also span the week before the campaign and week after the campaign ends. At least one public event inviting the local media markets will be held in both the Northern and Southern urban regions of the State during the weeks of May 9 through June 12, 2016. These may include a press conference, crash victim survivor testimonials or other such rallies to get the message to the public.

Paid media campaign will be conducted from May 9 through May 23, 2016 featuring broadcast advertisements delivering the CIOT message as the primary message.

EXHIBIT 2_OP_NV_OP_PLAN

OCCUPANT PROTECTION PLAN

Nevada's 2016 Occupant Protection plan was developed as prescribed by NHTSA's Highway Safety Program Guideline No. 20.

1. Program Management

The goal of the Nevada Occupant Protection Program is to reduce unbelted fatalities and serious injuries while increasing occupant seat belt usage rates and child restraint use. To achieve this goal a combination of legislation, enforcement, communication and education strategies will be utilized and described in the 2016 Occupant Protection Plan.

During 2016, The Nevada Department of Public Safety, Office of Traffic Safety (DPS-OTS) will continue to provide leadership, training and technical assistance to other State and local agencies, communities, and non-profit organizations to reduce unbelted fatalities, serious injuries and maintain high seat belt usage. This will be achieved by supporting program objectives, strategies and activities with the greatest potential for impact, those of high visibility law enforcement coupled with paid and earned media and by continuing to provide traffic safety information, education and necessary training to all demographics of the Nevada community.

The DPS-OTS occupant protection plan is an integral part of Nevada's Strategic Highway Safety Plan (SHSP) and the Seat Belt CEA team strategies. The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing fatalities and serious injuries on all Nevada public roads. The plan establishes statewide goals and critical emphasis areas developed in consultation with Federal, State, local and private sector safety stakeholders. The 2016 Occupant Protection and the Seat Belt CEA team plans include measurable objectives and related performance measures for both fatalities and serious injuries. The plans address data collection and analysis, enforcement and media campaigns, public education for groups with low use rates and traffic safety publications and information for visiting motorists. The Seat Belt CEA team consists of various state and local agencies, medical community and private industry representatives, thus, representing the State's demographic composition. The Seat Belt CEA team strategies are instrumental to implementation of Nevada's occupant protection plan and its objectives.

2. Legislation, Regulation and Policy

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

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

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

Nevada's Seat Belt Law

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

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

Policy

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

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

Nevada's Child Passenger Protection Law

Nevada's child restraint law is primary for enforcement.

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

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

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

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

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

3. Enforcement Program

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

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

The May 2015 *Click it or Ticket* campaign was one of three mandatory events for the Joining Forces program with a secondary CIOT enforcement campaign in November 2014. Twenty-four of Nevada's law enforcement agencies participated in this campaign serving well over 95% of the state's population. The November 2014 enforcement campaign alone yielded 4,947 traffic related citations and arrests, which included 548 seat belt citations, 55 child passenger citations and 11 DUI arrests. Law enforcement personnel worked 2,136 hours conducting overtime and regular time enforcement activities, including S.T.E.P. and saturation patrols. The most common traffic violation by far, in the "other" category, was for speeding infractions (1,457).

Nevada will participate in the 2016 *Click it or Ticket* national mobilization. The continued focus is needed on occupant protection strategies that measurably change behavior: high visibility enforcement coupled with paid and earned media.

4. Communication Program

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

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

Campaigns include TV, radio, on-line, signage, outreach and educational materials when appropriate per campaign and target audiences. OTS provided funding for paid media for Seatbelt and Occupant Protection campaigns during November 2014 *Click it or Ticket* mobilization and utilized national paid media for May 2015 *Click it or Ticket* mobilization. This included an educational strategy as well. TV, radio, bus stop shelter posters and outreach events may all be encompassed in this strategy. These *Click it or Ticket* campaigns may also include billboards or other signage (e.g. freeway digital messaging signs). The campaign includes a hard-hitting paid media message combined with stepped up enforcement of safety belt laws with the Joining Forces Program. OTS partners with Nevada Department of Transportation on this campaign and the message is stretched to the maximum under the *Zero Fatalities* umbrella and multiple SHSP partnerships.

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

5. Occupant Protection for Children

During 2016, DPS-OTS will continue public education efforts aimed at proper use of child safety seats. While the overall observed day time usage rate (front seat, shoulder belt survey) is well above the national average, the child seat usage rate is considerably lower. Although Nevada has a primary child restraint law, much more work is needed in this area.

Child Passenger Safety Advisory Board and Family Vehicle Safety Program

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

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

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

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

CPS Certified Technicians

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

In 2016 DPS-OTS will continue to sponsor CPS Technician certification and Re-certification training events to offer flexible certification opportunities for current and new technicians, as well as specific targeted training for law enforcement officers, first responders and health professionals.

Child Passenger Safety Check Events and Public Information

DPS-OTS will continue to sponsor multiple child seat check events throughout each year, in part by donating child car seats and providing educational information. During 2014, DPS-OTS supported over 50 seat check events throughout the state. Over 2,000 seats were checked, with 1,800 new seats being distributed to low income families, and over 3,000 adults educated on properly restraining their children in motor vehicles. Occupant Protection for Children program grantees provided training and information to thousands of Nevada parents and caregivers regarding proper use and the importance of using approved child passenger safety seats.

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

6. Outreach Program, Ethnic and Age Group Emphasis

Outreach efforts to low-restraint-use populations in Nevada will be continued in FFY 2016. Hispanics represent about 27% of Nevada's population. The state has developed partnerships with local community groups, to share public information and education items about occupant protection issues and Nevada law, as well as to increase the awareness of the CIOT campaigns in Nevada. In addition, all *Click it or Ticket* paid media and print productions are provided in both English and Spanish, and include placement with Spanish-speaking media vendor stations statewide such as Univision, Telemundo, Entravision, Lotus Broadcasting, Sinclair Media, Charter Media and Anglo Media partners.

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

The 2013 seat belt observational survey results and FARS data demonstrate that 26-35 age males in pickup trucks wear their seat belts less than other age and gender groups. Since males are the primary target audience of the CIOT enforcement and media messages, the frequency of outreach and media to this group in Nevada is necessary.

In 2016 DPS-OTS will continue to lead the Seat Belt CEA team on the following items to increase seat belt use among groups with lower use rates:

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

In 2016 DPS-OTS will continue targeting visiting motorists as a group that requires additional education resources. Nevada attracts millions of visitors each year, both foreign and domestic; many of whom are unfamiliar with the traffic safety laws of the State. These visitors may assume traffic laws in Nevada are similar to those in the jurisdictions where they reside. Educating these visitors to the traffic laws of Nevada will help to ensure they do not commit unnecessary traffic infractions and, in turn, increase safety for the traveling public. The Department of Motor Vehicles currently produces summary materiel for the public that can be distributed at locations frequented by visiting motorists, such as car rental agencies, highway rest stops and hotels.

7. Data and Program Evaluation

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

Seat Belt Use Data

Core Behavior Measures: Seat Belt Usage

Target: Maintain a statewide observed safety belt use rate of 90% or higher in 2016.

Actual Performance: The observed safety belt use rate in 2014 was 94.0%, with the eight previous years use rate being greater than 90%. This is significant for a secondary law state.

Statewide Observational Survey of Seat Belt Use

Nevada	2007	2008	2009	2010	2011	2012	2013	2014
Safety belt use rate	92.0	91.2	91.0	93.1	94.1	90.5	94.8	94.0

The 2016 seat belt observational survey will be conducted as an evaluation component of the national *Click it or Ticket* mobilization. The University of Nevada Las Vegas, Transportation Research Center will conduct all necessary pre and post data collection activities in Clark, Washoe, Lyon, Elko and Nye Counties to ensure full compliance with NHTSA requirements prescribed in Part 1340 Uniform Criteria for State Observational Surveys of Seat Belt Use. Pre-mobilization observational surveys of safety belt use in Nevada will be conducted. Data collection for the pre-mobilization observational survey will begin no earlier than April 15 and conclude no later than May 12. Post-mobilization observational surveys will be a full statewide survey for which data collection will begin on or shortly after June 2 and must conclude no later than June 20.

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

Target: Decrease unrestrained fatalities from the 2009-2013 average of 67 to 60 by December 31, 2016.

Actual Performance: The preliminary 2014 data indicates 62 unrestrained fatalities in Nevada, up from 57 in 2013.

Unrestrained Serious Injuries Rates: 169 unrestrained serious injuries were reported in 2013, representing 14.2% of the 1,189 vehicle occupant serious injuries statewide.

Unrestrained Fatality Rates: 47% percent of Nevada's motor vehicle fatalities in 2013 year were unrestrained.

Child Safety Seat Use Data

Performance Measure #12: Nevada Child Passenger Safety

Target: Decrease the number of traffic fatalities of children between ages 0-4 from the five-year average of 2 (2009-2013) to 1 by December 31, 2016.

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

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

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

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

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

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

Data reported by OTS grantees show that approximately 2,400 child car seats were inspected and/or installed during check point events with less than 1% of these inspected seats having been installed correctly in 2014. During car seat check events, approximately 1,800 child safety seats including special need car seats were provided to low income families at little or no cost. OPC program grantees will continue to provide training and information to thousands of Nevada parents and caregivers regarding proper use and the importance of using approved child passenger safety seats. During 2014 the Office of Traffic Safety donated over 400 child car seats to various non-profit organizations, parents and caregivers of low income.

Motor Vehicle Crash and Medical Outcomes Statistics

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

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

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

Public Knowledge and Attitudes About Occupant Protection Laws

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

The 2014 self-reported attitudinal, awareness and behavioral survey regarding seat belt use revealed that the vast majority of Nevadans (89.7%) *always* used safety belts when driving or riding in a car, van, sport utility vehicle, or pick up, another 7.4% reported that they *nearly always* use safety belts, and a combined 3% reported sometimes or seldom use them. Although not statistically significant, a marginally higher percentage of males (9.1%) reported receiving a ticket for failing to wear a seat belt, in comparison to females (3.6%). However, analyses revealed that there is a clear difference between attitudes of men and women regarding perceived chances of receiving a citation for not wearing a seat belt. More female respondents (67.8%) believe they are *very likely* or *somewhat likely* to receive a ticket for this reason, in comparison with their male counterparts (55.9%).

Over the past three years, there was a modest rise in the percentage of Nevadans who report *always* using seat belts (85.2% in 2011, 91% in 2012, and 92.1% in 2013). Analysis of percentages suggests that there were differences in the use of safety belts across age, and strata. As Nevadans age, they become more and more likely to report that they *always* wear their seatbelts. Individuals 24 or younger reported *always* wearing seatbelts only 87.6% of the time, 25 through 44 year old individuals report 90.6%, 45 through 64 year olds report 91.5%, and those who are 65 and older are always using seatbelts over 95% of the time. There are differences in seatbelt usage depending of the strata of the respondent as well. Individuals from rural counties are much more likely to report that they use their seatbelts *nearly always* (9.1% in rural, 4.1% Southern, 5% Northern) than those from Northern or Southern Nevada, where individuals are more likely to report *always* wearing their seatbelts (94.5% Northern, 93.3% Southern, 86.3% rural).

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

EXHIBIT 3_OP_NV CRS_STATIONS

CHILD RESTRAINT INSPECTION STATIONS

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

Currently there are **28** fitting stations in Nevada, while **14** stations are located in rural communities providing education and addressing needs of parents and caregivers to all demographics of these communities. Additionally, most of the fitting stations have bilingual CPS technicians to service the Hispanic or Latino population. The child restraint inspections stations service the majority of the State's population – **98.8%** and are distributed as shown in the table below. This existing active network of 28 stations serves all segments of the population including the underserved segments such as tribal, rural and Spanish speaking communities. As of June 2015, there are 140 CPS certified technicians and instructors in Nevada. Each station has at least one CPS certified technician who is available to assist the public during official posted hours.

Population and Child Restraint Inspection Stations

County	Population (Census estimates for 2013)	White (%)	Black (%)	American Indians (%)	Hispanic or Latino (%)	CPS Fitting Stations	CPS Techs
Churchill	24,045	74.6	2.1	5	13.2	1	2
Clark	2,029,316	46.1	11.5	1.2	30	12	58
Douglas	47,081	81.6	0.9	2.2	11.8	1	5
Elko	52,531	67.8	1.4	6	23.7	2	3
Esmeralda	832	72.1	2.8	5	18	0	0
Eureka	2,071	81.2	1.1	2.8	13.3	0	0
Humboldt	17,369	67.3	1.1	4.9	25.2	1	5
Lander	6,074	70.3	1	5.5	23.5	0	0
Lincoln	5,248	85.4	3.5	1.3	7.2	0	0
Lyon	51,400	76.6	1.3	3.2	15.7	5	10
Mineral	4,559	65.9	4.6	16.5	10.6	0	0
Nye	42,298	77.7	2.6	1.9	14.1	1	5
Pershing	6,862	67.4	4	4.3	22.5	1	0
Storey	3,889	84.7	1.7	2	7.5	0	0
Washoe	433,824	64.7	2.6	2.1	23.3	3	46
White Pine	10,034	73.9	4.5	4.6	14.8	0	2
Carson City	54,061	69.1	2.3	2.7	22.7	1	4

EXHIBIT 3a_OP_NV_CPS_STATIONS

Nevada Inspection Stations (June 2015)

Ron Wood Family Resource Center

2621 Northgate Lane, Suite 62

Carson City, NV 89706

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

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

775-884-2269

Contact: Miriam Silis

Additional contact: Holly Brown

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

Central Lyon County Fire Protection District

231 Corral Drive

Dayton, NV 89403

775-246-6209

Contact: Jennifer Cleppe

Alternate Contact: Ryan Johnson

English/Spanish assistance available.

Family Resource Centers of Northeastern Nevada

331 7th Street

Elko, NV 89801

8:00am-4:00pm

775-753-7352 or 775-738-9420

English/Spanish assistance available.

Banner Churchill Hospital

801 E Williams Ave

Fallon, NV 89406

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

775-867-7917 or 775-867-7911

Contact: Steve Tafoya

English/Spanish assistance available

North Lyon County Fire Protection District

195 East Main Street
Fernley, NV 89408

Call for appointment.

775-575-3310
Contact: Kasey Miller

SEATS: Safety Education and Training Services

Fernley, NV 89408

Call for appointment.

775-232-7131
Contact: Kathy Secrist

St. Rose Dominican Hospitals

Family to Family Connection
102 E Lake Mead
Henderson, NV 89015

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

702-568-9601
Contact: Jen Findlay

AAA

10075 South Eastern Ave, Suite 109
Henderson, NV 89052

Call for appointment.

702-352-9209
Contact: Rebecca Lee

St. Rose Dominican Hospitals

100 N Green Valley Pkwy
Henderson, NV 89074

Call for appointment.

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

AAA

**3312 W Charleston Ave
Las Vegas, NV 89102**

Call for appointment.

702-415-2245

Contact: Carlos Avalos

**East Valley Family Services
1800 E Sahara Ave, Suite 111
Las Vegas, NV 89104**

Call for appointment.

702-696-1554 or 702-733-7144

Contact: Jamie Perez-Cruz

English/Spanish assistance available.

**Family Resource Center
901 Rancho Lane, Suite 180
Las Vegas, NV 89106**

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

702-383-2229

Contact: Rose Gardner

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

10:00-Noon; No appointment necessary

702-233-7103

**Desert Volkswagen
6375 W Sahara Ave
Las Vegas, NV 89146**

Call for appointment.

702-942-4000 or 702-336-3473

Sunrise Hospital & Medical Center

3186 S Maryland Pkwy

Las Vegas, NV 89169

Friday; 8:00am-11:30am

702-731-8666

Contact: Jeanne Marsala

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

University of Nevada Cooperative Extension

1897 N Moapa Valley Blvd

Logandale, NV 89021

By appointment only.

702-397-2604 Ext 3

Contact: Penny Blair

English/Spanish assistance available.

Pershing County Sheriff's Office

395 9th Street

Lovelock, NV 89419

702-273-5111

University of Nevada Cooperative Extension

355 W Mesquite Blvd, Suite B50

Mesquite, NV 89027

By appointment only.

702-397-2604 Ext 3

Contact: Penny Blair

English/Spanish assistance available.

Douglas County Sheriff's Office

625 8th Street

Minden, NV 89423

By appointment only.

775 782 9945

Olive Crest Family Resource Center, Family to Family Connection
3825 W Cheyenne Ave, Suite 604
North Las Vegas, NV 89032

Call for appointment.

702-685-3459

Nye Communities Coalition
1020 E Wilson Rd
Pahrump, NV 89048

775-537-2323
Contact: Felicia Lacroix

Northern Nevada Fitting Station
595 Bell Street
Reno, NV 89503

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

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

AAA
6795 S Virginia Street
Reno, NV 89511

775-326-2012
Contact: Melissa Mansfield

AAA
4731 Galleria Pkwy, Suite 105
Sparks, NV 89436

By appointment only.

775-356-3011
Contact: Allison Crookston

West Wendover Fire Department
935 W Wendover Blvd
West Wendover, NV 89883

Call for appointment

775-664-2274

Humboldt General Hospital
118 E Haskell Street
Winnemucca, NV 89445

Call for appointment.

775-623-5222 Ext 263
Contact: Debbie Whittaker

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

Call for appointment.

775-463-2261

Yerington Paiute Tribe
171 Campbell Lane
Yerington, NV 89447

Call for appointment.

775-463-7705

EXHIBIT 4_OP_NV_CPS_TECHS

CHILD PASSENGER SAFETY TECHNICIANS

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

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

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

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

EXHIBIT 4a_OP_NV_CPS_TECHS

Nevada CPS Certified Technicians and Instructors (June 2015)

First Name	Last Name	County	Work Phone	Email Address	Certification Number
Antoine	Abi-Nader	Clark	702-372-1147	antoineabider@cox.net	T728634
Bill	Addington	Douglas	775-782-9922	waddington@co.douglas.nv.us	T694085
Debbie	Aitken	Humboldt	775-623-5222	aed@hghospital.ws	T860196
Tiffany	Alexander	Clark	702-486-4100	talexander@dps.state.nv.us	T725348
Michael	Applegate	Washoe	910-624-4548	michael.e.applegate.civ@mail.mil	T716206
Scott	Armon	Clark	702-577-7170	scott@mommymrents.com	T735323
Carlos	Avalos	Clark	702-415-2245	Carlos.Avalos@govaaa.com	T725836
Michael	Baker	Clark	702-799-7830	mjbaker@interact.ccsd.net	T728453
Rebecca	Barnett	Carson City	775-684-7469	rbarnett@dps.state.nv.us	T727264
Wesley	Barrett	Nye	775-727-8970	Wes@nyecc.org	T725338
James	Bernosky	Clark	702-799-7830	jjbernosky@interact.ccsd.net	T735012
Judith	Bickett	Washoe	775-771-9175	bickett.family@sbcglobal.net	T571035
Penny	Blair	Clark	702-397-2604	blair_penny@yahoo.com	T035381
Charles	Bowman	Lyon	775-246-6209	cbowman@centralfirenv.org	T665969
Carrie	Brown	Washoe	775-329-5162	cbrown_345@yahoo.com	T703260
D'Nyse	Brown	Clark	702-731-8666	dnyse.safekids@gmail.com	I612982
Holly	Brown	Carson City	775-884-2269	childssafety@carson-family.org	T666766
Marci	Burke	Washoe	775-626-1604	m-burke@charter.net	I001235
John	Carl	Washoe	775-354-8828	carl.john81@yahoo.com	I2031
Henry	Centuofio	Clark	702-633-1017x5032	centuoloh@cityofnorthlasvegas.com	T699884
Rachel	Ching	Washoe	775-720-5991	rachel@nurturingnestreno.com	T688125
Jennifer	Cleppe	Lyon	775-246-6209	jcleppe@centralfirenv.org	T646745
Shelly	Cochran	Clark	702-862-0165	swindholz@hotmail.com	T67537
Shane	Collins	Churchill	775-867-7911	shane.collins@bannerhealth.com	T709170
Callie	Cortez	Washoe	775-329-5162	ccortez@ralclinic.org	T726748
Connor	Cosgrove	Clark	702-731-8666	jeanne.safekids@gmail.com	I660858
Craig	Cosgrove	Clark	702-461-6697	craigcosgrove2456@gmail.com	T733049
Jeanne	Cosgrove Marsata	Clark	702-731-8666	jeanne.cosgrove@hcahealthcare.com	I0049
Allison	Crookston	Washoe	775-356-3011	Allison.Crookston@goAAA.com	T690105
Jillian	Crowl	Washoe	775-75-8698	jcrowl@washoecounty.us	T722321
Dalzy	Cruz-Perez	Clark	702-731-8666	cruzdaizy@gmail.com	T700169
Marisela	Cuellar	Clark	702-346-3030	marisela@sunrisechildren.org	T035065
Daniel	Cummings	Lyon	775-246-6209	dcummings@centralfirenv.org	T726917
Laura	Czajkowski	Clark	630-669-4117	Lyounig37@sbcglobal.net	T725352
Theodore	Czajkowski	Clark	702-432-4414	tczajkowski@dps.state.nv.us	T729086
Jana	Dageman	Clark	702-809-2736	jana@dagemians.com	T0783
Jim	Dageman	Clark	702-706-2522	jim@alacartebebe.com	T0782
Morgan	Dailey	Washoe	775-690-0698	niorgyvr@gmail.com	T626338
John	Davis	Washoe	775-636-1506	jdavis@unr.edu	T641153
Mikayla	Deardorff	Washoe	775-784-5327	mikayla.deardorff@ihs.gov	T722297

Cathryn	DeLee	Clark	702-383-2229	Cathryn.Delee@umcsn.com	T728046
Peter	Durazo	Clark	702-383-2229	Peter.Durazo@umcsn.com	T733593
Joyce	Edgemon	Churchill	775-217-9832	joyceedgemon@gmail.com	T69765
Aisha	Fanning	Clark	702-533-6440	aefanning@yahoo.com	T735396
Matthew	Ferrari	Clark	702-731-8000	matthew.Ferrari@hcahealthcare.com	T733053
Nick	Fetcho	Clark	702-491-4475	nick@interact.ccsd.net	T728448
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Jennifer	Findlay	Clark	702-568-9601	f2fjen@msn.com	I558993
Victoria	Fisher	Washoe	775-858-5700	vfisher@remsa-cl.com	I620862
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Cecilia	Galinato	Clark	858-229-2685	gali0036@umn.edu	T710477
Rose	Gardner	Clark	702-207-8858	rose.gardner@umcsn.com	T710441
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Emily	Goldman	Humboldt	775-623-5222	goldimane@hghospital.ws	T723702
Allison	Greber	Washoe	775-337-7714	AGraber@washoeschools.net	T658187
John	Hansen	Elko	775-738-6770	john.hansen@lhs.gov	T671520
Noekeef	Henry	Washoe	775-326-6008	nhenry.nh5@gmail.com	T681966
Tanya	Hernandez	Washoe	775-785-1310	thernandez@rlsc.org	T715725
Mark	Hilly	Washoe	775-384-2300	mhilly8888@yahoo.com	T893557
Jody	Holt	Clark	702-455-1816	HoltJL@clarkcountynv.gov	T699751
Ryan	Hummel	Washoe	775-337-7749	Rhummel@washoeschools.net	T715554
Jason	Hymer	Washoe	775-764-6327	jason.hymer@ihs.gov	T681292
CHRIS	JIMENEZ	Washoe	775-337-7796	CJIMENEZ@WASHOESCHOOLS.NET	T696236
Ryan	Johnson	Lyon	775-246-6209	rjohnson@centralfirenv.org	T686365
MIKE	KEES	Washoe	775-337-7796	rnkees@washoeschools.net	T696149
Shane	Kennedy	Clark	702-799-7830	srkennedy@interact.ccsd.net	T727994
Daniel	Kim	Elko	775-684-2274	dkim@westwendovercity.com	T687822
Joan	Kramer	Clark	702-455-4657	kramerjo@clarkcountynv.gov	T698745
Christina	Krisinger	Clark	505-463-6907	christina.krisinger@us.af.mil	T655147
Felicia	Lacroix	Nye	775-537-2323	felicia@nyecc.org	T710086
Jackie	Lawson	Washoe	775-785-8675	jlawson@washoocounty.us	T722324
Rebecca	Lee	Clark	702-352-9209	Rebecca.Lee@govaaa.com	T725835
Dawn	LeMaster	White Pine	775-289-6113	elyfrc@gmail.com	T723656
David	Long	Washoe	775-323-0478	dlonginrf@yahoo.com	T567119
Valentine	Lovelace	Washoe	775-329-5162	vlovelace@rsfcclinic.org	T717743
Chris	Lucas	Douglas	775-588-3591	clucas@tahoefire.com	T65659
Sean	Malloy	Clark	702-432-4415	smalloy@dps.state.nv.us	T729101
Melissa	Mansfield	Washoe	775-326-2012	Melissa.Mansfield@govAAA.com	T714886
Jessi	Margo	Clark	858-776-1691	xjessironix@aol.com	T722179
Joaquin	Marquez	Clark	702-731-8666	joaquin.safekids@gmail.com	I591142
Manuela	Martinez	Washoe	775-321-3185	nmartinez@washoeschools.net	T651133
Keith	Massenburg	Clark	702-267-5000	keith.massenburg@cityofhenderson.com	T727871

Robert	Mayer	Clark	702-799-7830	ramayer@interact.ccsd.net	I710667
Sharla	McCadden	Washoe	775-337-4579	smccadden@washoecounty.us	T729186
Gennie	McClelland	Washoe	775-857-9585	greatjobgen@gmail.com	T729663
Tawanda	McIntosh	Clark	702-568-9601	tawanda_dance@yahoo.com	T649947
Shannon	McNair	Washoe	775-325-3909	ahwahnee26@yahoo.com	T723951
Monique	Mears	Washoe	775-225-6864	spazycat6454@gmail.com	T726081
Rachel	Medeiros	Washoe	775-353-6936	Rmedeiros@washoeschools.net	T730716
Nannette	Melamed	Clark	770-374-3968	nannettemelamed@gmail.com	T715482
David	Melkonian	Washoe	775-658-7500	melkonian-medico@hotmail.com	T669863
Kasey	Militer	Lyon	775-675-3310	kmiller@northlyonfire.com	T658639
Rhonda	Militer	Lyon	775-445-5130	jemillers@msn.com	T036839
Timothy	Milligan	Clark	633-1017 x 5101	milligant@cityofnorthlasvegas.com	T699826
RAFAEL	MORAN	Washoe	775-337-7796	RMORAN@WASHOESCHOOLS.NET	T696151
Branden	Murphy	Clark	702-383-2000	branden.murphy@umcsn.com	I699986
Timothy	Myers	Lyon	775-575-3310	tmyers@northlyonfire.com	T641803
Erica	Nansen	Clark	702-363-2229	Erica.Nansen@umcsn.com	T725770
Yazir	Nauhm-Barrios	Lyon	775-246-6209	ynauhm@centralfirenv.org	T728936
Mark	Norwood	Douglas	775-588-3519	mnorwood@tahoefire.com	T717992
Ashley	Oliphant	Clark	413-896-3001	acmills86@yahoo.com	T734256
JAMIE	PEREZ-CRUZ	Clark	702-541-9423	jamie@evfs.org	T683515
Melinda	Peterson	Clark	702-616-5466	melinda.peterson@dignityhealth.org	T733052
Dorothy	Pewitt	Clark	702-432-5044	dpewitt@dps.state.nv.us	T723577
Brittany	Phillips	Humboldt	775-623-5222	phillipsb@hghospital.ws	T710466
Marlaina	Porter	Nye	775-727-9970	Marlaina@nyecc.org	T725337
Margaret	Powell	Washoe		nevadapeg@gmail.com	T677210
Connie	Puckett	Clark	702-616-5466	connie.puckett@dignityhealth.org	T733054
Walita	Querta	Washoe	775-329-5162	wquerta@rsicclinic.org	T717744
Norma	Ramirez	Clark	702-581-2792	norma.ramirez@dcfs.nv.gov	T699666
Sergio	Reynoso	Clark	702-633-1102	ReynosoS@cityofnorthlasvegas.com	T044837
Clayton	Ridley	Douglas	775-782-9922	CRidley@co.douglas.nv.us	T694062
Victor	Romero	Carson City	775-884-2269	victor@carson-family.org	T716334
Jess	Rosner	Nye	775-482-9883	Jess@nyecc.org	T725334
GLORIA	SAWYER	Clark	801-451-3258	glyutah@gmail.com	T648721
Carl	Schroeder	Washoe	000-000-0000	redddawgrules@sbcglobal.net	T7110
Kathy	Secrist	Washoe	775-232-7131	secristlink@sbcglobal.net	I565480
Karen	Serink	Washoe	775-846-8069	renoserinks@yahoo.com	T641288
Miriam	Sitis	Carson City	775-684-2269	miriam@carson-family.org	T637129
Gricelda	Solo	Humboldt	775-623-5222	sotog@hghospital.ws	T660448
Theresa	Spinuzzi	Lyon	775-463-2261	mvbilling@lyon-county.org	T045591
Todd	Straup	Douglas	775-297-1955	tstrup@tahoefire.com	T718303
Chelsea	Stuenkel	Clark	702-469-3882	cstuenkel@dps.state.nv.us	T734559
Steven	Tafoya	Washoe	775-233-3064	steven.tafoya@gmail.com	T709070
Patty	Taylor	Elko	775-748-1428	Patricia.Taylor@ihs.gov	T694347
Tony	Thalman	Clark	702-581-5904	tlthalman@interact.ccsd.net	T726195

Sheet1

Tora	Thomas	Clark	702-466-5630	tora.thomas@dcfs.nv.gov	T682959
July	Thompson	White Pine	775-863-0178	dst_injurypreventionspecialist@outlook.com	T723149
Robert	Walton	Washoe	775-337-7752	RWalton@washoeschools.net	T658189
Regina	Washington	Washoe	775-858-5700	rwashington@remsa-cf.com	T710775
Heather	Watson	Clark	000-000-0000	murphydog77@gmail.com	I697030
Benjamin	West	Washoe	775-684-7478	bwest@gmail.com	T807465
Ken	Whittaker	Humboldt	775-625-8381	Kwhittaker@hghospital.ws	T68099
Riley	Williams	Clark	702-858-6394	riwilliams@dcfs.nv.gov	T727777
Joy	Wilson	Washoe	775-337-7717	JOYWilson@washoeschools.net	T658190
Barbara	Workman	Nye	775-482-9883	Barbara@nyecc.org	T725333
Peter	Ybarra	Clark	702-343-1441	hmdooybarra@yahoo.com	I001100
Bryan	Zink	Clark	702-799-7830	bzink@interact.ccsd.net	I710720

STATE OF NEVADA

TRAFFIC RECORDS

COORDINATING COMMITTEE



CHARTER

Revised May 1, 2013

For Information Contact the Nevada Department of Public Safety
Office of Traffic Safety (775) 684-7470

STATE OF NEVADA TRAFFIC RECORDS COORDINATING COMMITTEE

PART I - CHARTER

Whereas various state and local governmental agencies have recognized the need to work together to integrate Highway Safety Information Systems to enhance decision making and save lives and injuries on Nevada's highways;

And whereas various state and local governmental agencies have agreed to collaborate in the development and implementation of a Highway Safety Information System improvement program to provide more timely, accurate, complete, uniform, integrated and accessible data to the traffic safety community;

And whereas various state and local governmental agencies have agreed to collaborate in the development and implementation of a Highway Safety Information System strategic plan that insures that all components of state traffic safety are coordinated;

Therefore the following Charter is created to establish a Traffic Records Coordinating Committee (TRCC) as agreed upon by the participating agencies:

Objective:

The objective of the TRCC is to provide leadership and coordinate resources to address the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic records data.

Traffic Records Committee Goal:

To improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic related data needed to identify priorities for national, state, and local highway and traffic safety programs.

Traffic Records Committee Structure:

The Traffic Records Committee is established at two levels. The Executive Level; hereafter referred to as the Nevada Executive Committee on Traffic Safety (NECTS), and the Technical Level; hereafter referred to as the Traffic Records Coordinating Committee (TRCC). The authority, duties, and responsibilities of the TRCC are listed herein.

COMMITTEE

Traffic Records Coordinating Committee Authority:

- *The TRCC's primary authority is to complete projects for the integration and enhancement of the Highway Safety Information Systems in Nevada.*
- *Each member of the TRCC shall serve at the discretion of their respective agency.*
- *Members shall receive no compensation, other than that received in the performance of their assigned duties.*
- *The TRCC shall elect a chair and vice-chair.*
- *The chair shall serve for a period of two years, with election in even number years.*
- *The vice-chair shall serve for a period of two years and will be elected in odd number years.*
- *Elections shall be held annually at the regular TRCC meeting scheduled prior to and closest to the month of June, with the office holder chosen by a majority vote of the TRCC member agencies present at the meeting, and the office assumed on July 1.*
- *The chair shall be responsible for calling meetings of the committee, notifying members, preparing and posting meeting agendas, and maintaining records of meetings.*
- *The chair shall speak for and on behalf of committee and committee members on all inquiries presented to the committee and committee members on matter relating to committee business.*
- *The chair shall disseminate information on Highway Safety Information Systems to all members of the committee.*
- *The Department of Public Safety – Office of Traffic Safety Traffic Records Program Manager shall provide staff support to the chair and to the TRCC and serve as TRCC coordinator.*

Traffic Records Coordinating Committee Purpose:

The Traffic Records Coordinating Committee shall:

- *Provide technical direction for the development and implantation of Highway Safety Information System improvements as reflected in the TRCC Strategic Plan.*
- *Develop consensus among agencies for system direction and priorities.*
- *Form technical standing and ad-hoc sub-committees as appropriate to complete various tasks and provide guidance.*
- *Recommend training programs for system users and technical managers.*

Traffic Records Coordinating Committee Duties and Responsibilities:

The duties of the Traffic Records Coordinating Committee includes but is not limited to:

- *Providing coordination and support to projects within the Highway Safety Information System as stated in the TRCC Strategic Plan.*
- *Providing coordination, administrative and technical guidance on the development of integrated systems.*
- *Facilitating communications and cooperation between and among the member organizations and agencies represented on the committee.*
- *Recommending formats and upgrades to reporting forms and procedures used to gather, maintain, and disseminate traffic records information.*
- *Reviewing and analyzing laws and legislation on traffic records for consistency and conformity with modern technology.*
- *Fostering the development of new technology for reporting, processing, storing and using data at both the local and state level.*
- *Reviewing and recommending technical linkage of data.*

PART II – BY-LAWS

Organizational Structure:

Leadership

- *The TRCC chair or vice-chair shall preside over TRCC votes. The TRCC Coordinator shall be responsible for drafting official notes of the TRCC meetings*

Acting Chair

- *In the absence or vacancy of a chair or vice-chair, the chair or vice-chair may designate in advance an acting chair to preside at the meeting*

Sub-committees or work groups

- *The TRCC may establish sub-committees or work groups as deemed appropriate. These sub-committees and work groups must adhere to the provisions outlined in this document*

Membership

- *The TRCC will have a multidisciplinary membership that includes owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement, adjudication officials, public health, emergency medical service, injury control, driver licensing, and motor carrier agencies and organizations. A vendor or contractor providing services to a TRCC member agency is disqualified from being a member of the TRCC. A TRCC member agency receiving a grant from the Office of Traffic Safety, Department of Transportation or other public entity does not qualify as a “vendor” for purposes of membership.*
- *The TRCC coordinator will maintain a roster of current members of the TRCC, including date of last attendance.*

Voting Members

- *Any agency represented on the NECTS is eligible to have one responsible representative designated by their agency on the TRCC.*

Additional Members

- *Any additional members of the TRCC will require the nomination by an existing member and a majority vote of the approval from the current members. New members are voting members.*

Member Removal

- *A voting member may be removed from the TRCC by 2/3 majority upon failing to attend three successive scheduled meetings. Formal notification will be sent to the agency that such action has been taken.*

Resignation

- *A member may resign by any time by delivering written notice to the TRCC or by giving oral notice of resignation at any meeting.*

Appointment

- *In the event a member representative of an NECTS agency resigns or is removed, the appointing agency may designate a replacement.*
- *In the event a member representative of a non-NECTS agency resigns or is removed, the appointing agency may designate a replacement.*

Meetings

Meeting Attendance

- *Meeting attendance may be in person or by means of conference call or any other communications equipment that allow all persons participating in the meeting to speak to and hear all participants.*

Meeting Notices

- *Advance notice of all regular or special meetings of the TRCC shall be provided by the TRCC Records Coordinator by mail, facsimile or E-mail. Meeting notices may also be posted on the TRCC website, if applicable.*

Meeting notes

- *Notes shall be taken at all TRCC meetings. The TRCC Coordinator shall distribute meeting notes by E-mail for review and approval by voting members. Meeting notes shall not record the debates, but shall mainly record what is “done” by the TRCC. Where issues are decided by voting, the meeting notes shall report a list of those voting in the minority or abstentions.*

Voting

- *A simple majority of the members present shall constitute a quorum.*
- *Each agency present at a TRCC meeting shall have one vote.*

Proxy

- *A voting member is present and may cast a vote by and through an authorized same-agency proxy present at the time the vote is taken.*

Telephone and Electronic Voting

- *Telephone and E-mail voting, unless otherwise specified by the chair is allowed.*

Change of By-Laws

Scope

- *Any of the TRCC By-Laws may changed by the membership*

Procedures

- *Changes, additions or deletions to the By-Laws must be presented in writing to all current TRCC members a minimum of seven (7) days before voting is scheduled*
- *Changes, additions or deletions to the By-Laws must be approved by two-thirds(2/3) of the voting members present*

Nevada Traffic Records Coordinating Committee (TRCC)

MEETING AGENDA

October 15, 2014

North Las Vegas Police Department – NW Area Command
2755 W Washburn Road
North Las Vegas, NV 89031

Introductions Kim Edwards

CARFAX data agreement Kim Edwards

1. CARFAX has made request for crash data through Governor's Office. After discussion between NDOT and DPS and response to Governor's Office, NDOT was directed by the Governor to provide the requested data to CARFAX.
2. NDOT would like feedback regarding specific data on reporting agency being requested, along with general discussion of the agreement.

NCATS Modernization project update Kim Edwards/Ben West

1. General update of Brazos contract (bi-weekly reports since last TRCC meeting attached)
2. MSA Developer update

GHSA MMUCC mapping tool survey Ben West

1. GHSA and NHTSA have developed a draft process and rules for mapping to MMUCC as well as a simple scoring system to help states determine where their state PARS have the biggest problems. GHSA is seeking comments on the draft process, rules and scoring system. TRCC members are encouraged to first review the attached draft document and then submit comments on each section of it via an online form. The draft document and the online form can be accessed at the following link:
<http://fs8.formsite.com/ghsa/form65/index.html>

Traffic Records Assessment 2015 Ben West

1. Overview of electronic assessment from NHTSA
2. Best contact for agencies

TRCC Strategic Plan Ben West

1. MAP-21 also requires TRCC strategic plan which should be in-line with the goals/objectives of Highway Safety Plan (HSP) and Strategic Highway Safety Plan (SHSP)
2. See attached Strategic Plan for approval

TRCC Meeting Schedule Kim Edwards

1. Next meeting scheduled for January 21, 2015 in Southern Nevada
2. NHTSA is requesting one year of meeting dates in HSP for review/approval of funding
3. Set tentative October 14, 2015 meeting date

Round Table Kim Edwards

Brazos project management Q&A (Scheduled for 11:30pm) Mike Gross (Brazos)

Adjourn Kim Edwards

Nevada Traffic Records Coordinating Committee (TRCC)

MEETING NOTES

July 30, 2014
Sparks Police Department
1701 E Prater Way
Sparks, NV 89434

- Meeting called to order by Chair John Gayer (Henderson PD) at 10:00 am
- Discussion was held regarding the TRCC Strategic Plan for 2014-2016. Existing item 3 regarding developing a department wide roadway data system at NDOT to improve completeness of data may be complete. Ben West (DPS – OTS) will follow up with Kim Edwards (NDOT) prior to next TRCC meeting and update or eliminate this item.
Charlie Powell (NHP) brought up medical marijuana and its involvement in impaired driving crashes. States such as Colorado did not adequately address gathering of data related to medical marijuana after passing laws allowing it. Charlie recommended the MMUCC subcommittee address the collection of data on suspected medical marijuana crashes as the data may prove valuable in the near future. Ben West will research MMUCC subcommittee notes and see what was previously decided regarding changing data collection on drug impaired crashes and report back at next TRCC meeting.
Ben West brought up AOC disposition data interface back to NCATS as well as NCATS to DMV interface for crash data as projects for FFY 2016. Ben will follow up with AOC and DMV staff regarding possibilities of including in strategic plan. Ben West will put together proposed items for next TRCC meeting for vote on modified strategic plan.
- Kim Edwards updated the TRCC on Vivek Vishwanathan's progress on NCATS Modernization needs outside of data collection software contract with Brazos Technology. Vivek initially worked on researching push from DPS NCATS to NDOT NCATS, including doing incremental updates to the NDOT database. Continuing problems with importing data from Henderson PD and Las Vegas Metropolitan PD cause project to switch gears to addressing this problem and the automation of collecting this data. Vivek recently got access to DPS NCATS database and is analyzing it and will make proposal for fix.

Nevada Traffic Records Coordinating Committee (TRCC)

MEETING NOTES

July 30, 2014
Sparks Police Department
1701 E Prater Way
Sparks, NV 89434

- Ben provided overview of Occupant Protection Program Assessment which occurred previous week in Henderson. Thanked participant who are also on TRCC.
- Ben West reminded members there will be a Traffic Records Program Assessment in early 2015 and participation from all agencies is critical to the success of the assessment process. Assessments are required by NHTSA to qualify for funds.
- Kim Edwards was unanimously elected as Chair of the TRCC through June of 2016.
- John Tonry (North Las Vegas PD) was unanimously elected to serve remainder of Vice-chair term through June of 2015. This vacancy occurred due to Kim Edwards election as Chair.
- The next meeting is scheduled for October 15, 2014 in Southern Nevada. The meetings for the next 12 months are as follows:
 - October 15, 2014 – Southern Nevada
 - January 21, 2015 – Southern Nevada
 - April 22, 2015 – Reno/Sparks
 - July 29, 2015 – Reno/Sparks
- Mike Gross Brazos Technology arrived for Q&A at 12:30pm
- Meeting adjourned at 1:00pm



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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

August 21, 2014

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement and accurately mapping intersection-offset collisions. Once implemented, we will require updated GIS files on a quarterly basis.
- Brazos has had internal discussions regarding the data conversion requirement in order to outline our process.

SCHEDULE STATUS:

- Eureka Deployment is on schedule. We have several items that have been addressed already and are working on the bigger contractually required items. There have been a limited number of items received from recently implemented agencies that are not considered part of the Eureka Deployment.
- Brazos is addressing the NCATS Interface with the State. The process for completing this interface may be changing based upon the State's needs.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed the Agency Kickoff Meeting with West Wendover PD. The Agency Kickoff Call is scheduled with Elko County Sheriff's Office for 8/21/14.
- Brazos installed a Tablet configuration for Henderson PD. This is being tested by the agency now.

RECENTLY RECEIVED SERVICE TICKETS:

- 65832 – Brazos received a request from the AOC to turn on the Courtview CMS Interface for the Wadsworth Justice Court.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working to complete all the items in the Eureka Deployment to allow the Release to Testers.
- Brazos will be working to complete the laptop build for North Las Vegas.
- Brazos will be working to gather all the necessary documentation for the initial implementations at West Wendover and Elko County.

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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

August 4, 2014

PROJECT STATUS SUMMARY:

- Brazos has requested a new GIS Shape File for the State of Nevada. We continue to work on the geo-location requirement and will require updated GIS files on a quarterly basis.
- Brazos has begun the discussions regarding data conversion. Each agency that requires data conversion will be identified. In all cases, Brazos will be looking to pull 3 years of crash data and 2 years of citation data.
- Brazos has processed the equipment orders received from Sparks PD, West Wendover PD and Elko County Sheriff's Office.

SCHEDULE STATUS:

- Eureka Deployment is on schedule. We have several items that have been addressed already and are working on the bigger contractually required items.
- Brazos is addressing the NCATS Interface with the State.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed the Agency Implementation for the Pyramid Lake Police Department.

RECENTLY RECEIVED SERVICE TICKETS:

- 64256 – Brazos received a request from Reno PD to update the original configuration we built for them. This is being addressed as part of the Eureka Deployment.
- 64776 – Brazos received a request to adjust the bails for speeding for Fallon PD and Fallon Municipal Court.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working with Elko County and West Wendover to plan the implementations at both agencies. Initially, we are looking at trying to implement both agencies at the end of September.
- Brazos is working on implementing the interfaces for both Clark Co. School District and Pyramid Lake PD as they both use the NetRMS system.

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NCATS MODERNIZATION PROJECT RFP #1818
BI-WEEKLY STATUS REPORT
September 15, 2014

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement and accurately mapping intersection-offset collisions. We are much closer to being able to push this out to Testers and have a target date for this of September 29, 2014.
- Brazos has conducted further internal discussion on Data Conversion and the Canned Reports for all Nevada agencies. Brazos has also furthered the effort into the NCATS Interface.

SCHEDULE STATUS:

- Eureka Deployment to Pilot occurred today as scheduled. Most agencies will not notice a difference and only agencies who have set up users and devices to test Pilot items will have received device level changes. All website related changes have been pushed to production as part of this.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos received most of the documentation from West Wendover PD to build their configuration. This is on schedule for the implementation to occur on September 30 and October 1, 2014.

RECENTLY RECEIVED SERVICE TICKETS:

- 66671 – Brazos received a request to add an eye color of DIC (Different In Color) to the citation configs for all Nevada Agencies. Nevada DMV has recently added this to the Driver's License Bar Code.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be deploying all Eureka deployment items to Production on September 29, 2014.
- Brazos will be working with Elko Co. S.O. to gather the remaining documentation required for their implementation.
- Brazos will be continuing to work on deploying the geo-validation to testers as well as working to complete the necessary NCATS Interface items.

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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

September 2, 2014

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement and accurately mapping intersection-offset collisions. Once implemented, we will require updated GIS files on a quarterly basis.
- Brazos had a meeting with Ben West regarding the status of the current contract and the possible contract extension.

SCHEDULE STATUS:

- Eureka Deployment to Testers occurred on time. There are several items in the deployment list that have been released to production. There have been a limited number of items received from recently implemented agencies that are not considered part of the Eureka Deployment.
- Brazos is addressing the NCATS Interface with the State. The process for completing this interface may be changing based upon the State's needs.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed the Agency Kickoff Meeting with West Wendover PD. The Agency Kickoff Call is scheduled with Elko County Sheriff's Office for 8/21/14.
- Brazos installed a Tablet configuration for Henderson PD. This is being tested by the agency now.

RECENTLY RECEIVED SERVICE TICKETS:

- 66040 – Brazos received a request from Sparks PD to add Stop Type of Parking to their citation configuration.
- 66115 – Brazos needs to place a new validation requirement on the Accident configuration for NV to require a vehicle action be selected, even if it's a Hit & Run accident.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working to complete all the items in the Eureka Deployment to allow the Release to Pilot.
- Brazos will be working to complete the laptop build for North Las Vegas.
- Brazos will be continuing to gather all the necessary documentation for the initial implementations at West Wendover and Elko County.

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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

September 29, 2014

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement and accurately mapping intersection-offset collisions. We are much closer to being able to push this out to Testers and have a target date for this of September 29, 2014.
- Brazos has conducted further internal discussion on Data Conversion and the Canned Reports for all Nevada agencies. Brazos has also furthered the effort into the NCATS Interface.

SCHEDULE STATUS:

- Eureka Deployment to Production occurred as scheduled. Most agencies will not notice any significant differences.
- Brazos is completing the initial implementation for West Wendover PD as scheduled on September 30 and October 1, 2014.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos finalized all the items for the Eureka deployment. These were released to production on September 29, 2014.
- Brazos has made significant headway on geo-location for mid-block/intersection offset collisions.

RECENTLY RECEIVED SERVICE TICKETS:

- 67716 – Brazos received a report about Server Errors being received by NDOT personnel. We have to spend time diagnosing this with NDOT as this doesn't seem to occur for others using the server within the State.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be continuing to work on the last contractual items requiring completion and working to provide details for the possible contract extension.
- Brazos is in need of very detailed feedback from the State regarding the NCATS interface.
- Brazos will be compiling a list of items for the next deployment cycle. This list will only be including the contractually required items as well as significant items from service tickets. The next deployment is titled Fernley deployment. This is scheduled to begin on October 13, 2014.

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Request for Comment

Proposed Process for Mapping State PARs to MMUCC

Purpose

The National Highway Traffic Safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA) seek comment on a proposed methodology for mapping the data collected on State Police Accident Reports (PARs) to the data elements and attributes in the *MMUCC Guideline 4th Edition (2012)*. This proposed methodology is intended to standardize how States compare their PARs to MMUCC. The proposed *Process for Mapping State PARs to MMUCC* also can be used by the States to identify where their PARs diverge from MMUCC at both the element and attribute levels.

Specific Request

After reviewing and considering the proposed Process for Mapping State PARs to MMUCC for PARs, please:

- indicate whether you agree or disagree with the proposed mapping methodology;
- suggest changes to proposed methodology;
- if you disagree, suggest a new mapping methodology (or methodologies) not otherwise considered;
- provide any additional input that would help improve the methodology; and,
- provide comment on each “mapping rule” and suggest additional rules you believe should be included.

Your responses and suggestions will be considered and may be incorporated into a revision of the methodology as appropriate. **Responses are due by 5:00 p.m. ET on Friday, October 24, 2014.** The resulting revised draft *Process for Mapping State PARs to MMUCC* and comments received will be discussed in a workshop on Wednesday, October 29, 2014, immediately following the 2014 Traffic Records Forum in St. Louis, MO.

Request for Comment
Proposed Process for Mapping State PARs to MMUCC

Background

The Model Minimum Uniform Crash Criteria (MMUCC) is a voluntary guideline designed to help States determine what crash data to collect. MMUCC was developed collaboratively by NHTSA, GHSA, and other traffic safety experts. It provides a minimal set of recommended data elements and attributes¹ for reporting on motor vehicle crashes.

The MMUCC Guideline does not provide States with guidance on implementation. In addition, States have their own data collection guidelines, resulting in substantial variation among States regarding how and what crash data is collected across jurisdictions. States often use different formats and names for data elements and attributes or they may combine (or split) elements and attributes on PARs. As a result, it is very difficult to compare or share crash data among States, between State and federal data sets, and—in some cases—between different agencies within a State.

NHTSA and GHSA are developing a voluntary *Process for Mapping State PARs to MMUCC* (hereafter referred to as “the *Process*”) to provide a standard methodology for comparing the elements and attributes on States’ PARs to the elements and attributes in MMUCC. The *Process* recognizes that while State data systems often use different terminology and formatting, different data sets often can be mapped to the recommended MMUCC data elements and attributes. Thus, if an element or attribute on a State PAR does not match the MMUCC verbatim, but is essentially the same, it can be “mapped” to a corresponding MMUCC element or attribute. The *Process* also provides a way to measure a State PAR’s overall conformance to MMUCC.

A positive outcome of using the *Process* is that it can give a State a roadmap for implementing MMUCC. By evaluating how well a State’s elements and attributes map to MMUCC, the State can then determine, and prioritize, changes that could be implemented to increase their MMUCC conformance. Thus, the *Process* encourages greater standardization of crash data by all States. Greater standardization of data would enable State highway safety agencies to:

- more easily and cost-effectively share data with other agencies in their States (such as public safety);
- compare their crash data with other States; and,
- exchange crash data with federal data systems.

In addition to the benefits listed above, a State following the *Process* and mapping its PAR to MMUCC will help NHTSA and GHSA identify which MMUCC elements and attributes are most problematic for states and evaluate whether to amend or delete them the next time the MMUCC Guideline is updated. Elements and attributes that are only slightly problematic

¹ An element is a variable (or data field) that describes a specific aspect of a crash, e.g., when or where the crash took place, who was involved or what the conditions were under which a crash occurred. In MMUCC. Each element has a definition, rationale, and set of possible values, or attributes.

Request for Comment
Proposed Process for Mapping State PARs to MMUCC

could also be identified and considered for modification in the next MMUCC update so that they are easier for states to use in their PARs.

MMUCC Contributions to National Data Standardization

The effort to standardize crash data is part of a larger government-wide activity to promote data sharing. As a result of 9/11, it became clear that for government agencies at all levels to work together to address security concerns, they must be able to communicate more effectively. This vital need led the U.S. Departments of Justice and Homeland Security to develop the National Information Exchange Model (NIEM). NIEM facilitates cross-platform information sharing by providing a common format and data elements that allow participating agencies to exchange data while maintaining their own data systems. For example, this would permit a fluid transfer between a unique data *source* (a State PAR), to a *target* data standard (MMUCC). Since the launch of NIEM in 2005, nineteen federal agencies and all 50 States and the District of Columbia have committed to using some component of NIEM. Information is exchanged using a common language (XML) and is organized into Information Exchange Documentation Packages (IEDP). MMUCC is available as a free downloadable IEPD through the Department of Justice NIEM IEPD Clearinghouse. The U.S. DOT is a part of this effort and is working to establish a NIEM Surface Transportation Domain.

Request for Comment
Proposed Process for Mapping State PARs to MMUCC

Process for Mapping State PARs to MMUCC

The *MMUCC Guideline, 4th Edition (2012)*, has three types of elements: those collected at the scene (on a PAR); those derived from other elements; and those obtained by linking data collected at the scene to other data files. The proposed *Process* will address only the 77 MMUCC data elements collected at the scene. It proposes a method to map (compare and match) elements and attributes from the State PAR to these 77 MMUCC elements to determine what maps (is of equivalent meaning) and what does not map. This *Process* will be best used when a State evaluates and revises its PAR. Using information gained from mapping, States can determine which elements can be shared across systems and which cannot, as well as what to change if they wish to share additional elements. NHTSA will provide assistance to States that wish to conduct the mapping exercise.

The proposed *Process* detailed in the following pages is meant to apply only to the 77 MMUCC elements that are intended to be collected at the scene of the crash. While these 77 MMUCC elements are typically found on State PARs, there are 33 additional MMUCC elements that are either derived from the 77 or obtained by linking to other data sources and are more commonly found in crash databases rather than on PARs. The next part of this NHTSA/GHSA initiative, to be released for comment at a later date, will provide guidance on mapping State crash database elements to all 110 MMUCC elements.

The mapping process involve three steps: gathering documentation about the *source* and *target* data elements; setting up mapping tables to compare the State PAR and MMUCC elements and attributes; and, executing a thorough review based on the mapping rules (explained later in the *Process*) to determine whether or not a PAR element or attribute can be mapped to MMUCC. Finally, once the PAR to MMUCC Mapping is complete, the State PAR can be scored against MMUCC by following the Process outlined in the PAR to MMUCC Mapping Rating section. The first three steps are described in detail below and an example is provided later in the document. The methodology to rate how well a PAR maps to MMUCC (The PAR to MMUCC Mapping Rating) then concludes the *Process*.

1. Documentation for both the source and target data elements is required for mapping. The source domain documents include (but are not limited to): 1) A PAR with all fields/variables and attributes; 2) An associated PAR overlay that lists available attributes per field; and, 3) Any instruction manual (or manuals) provided for that PAR, which clearly lists definitions for elements on the PAR as well as all available attributes per field. The target domain document is *MMUCC Guideline, 4th Edition (2012)*.
2. Mapping tables are typically built in Excel. To set up the mapping table, each of the 77 MMUCC data elements should be listed in column A with their associated attributes listed beneath them in column B. Separate tabs can be created for Crash Level Elements, Vehicle Level Elements, and Person Level Data Elements for easier lookup. Column C is used to track whether the element/attributes from a PAR can be mapped to MMUCC attributes. Column D should list the corresponding data elements and column E should list attributes from the State PAR believed to match the corresponding MMUCC elements and attributes in columns A and B.

Request for Comment Proposed Process for Mapping State PARs to MMUCC

Note: Most State PARS will not match all MMUCC elements and attributes. A certain amount of “cutting and pasting” will be required to align a PAR to MMUCC. Specific guidance is offered in the mapping rules section.

3. Mapping is the process to determine how consistent a PAR is to MMUCC. Individual elements with zero attributes (i.e., VIN) either will map to a corresponding MMUCC element/attribute or will not. There is no partial mapping for these elements. However, elements with multiple attributes can partially map if at least one State PAR attribute can be mapped to a MMUCC attribute.

There are three ways to undertake mapping: Top-down mapping starts with the data elements, and work down to attributes. Bottom-up mapping starts with the attributes and then collect them together, working up; and hybrid mapping works in iterative cycles of top-down and bottom-up mapping. The proposed *Process* recommends the top-down approach, but recognizes that a “hybrid” approach may be needed on some elements.

Many States have PARs that collect more data elements than are in MMUCC. This means that these additional data elements will not be mapped to MMUCC. Mapping is complete once it has been determined whether the PAR can map to the 77 MMUCC Data Elements and their associated attributes that are designated to be collected at the crash scene.

Data elements and attributes that are semantically equivalent can be mapped from the PAR to MMUCC. An element/ attribute that’s “close enough” should not be mapped because it will be difficult for others to understand and will corrupt data integrity. The following section outlines specific rules to the MMUCC Mapping Methodology for PARs.

Request for Comment
Proposed Process for Mapping State PARs to MMUCC

General PAR to MMUCC Mapping Rules

1. State data elements collected only for certain types of crashes, for example, fatal or CMV crashes, are to be excluded from the mapping process.
2. The State PAR element name need not match the MMUCC element name, but the definition should be (essentially) the same.
3. Similarly, a State PAR element attribute may be mapped to a MMUCC element attribute even if the same term (or name) is not used as long as the State term is synonymous and unambiguous, or has the same definition.
4. If the MMUCC element has multiple reporting iterations (subfields)—for example, MMUCC Element C15. Contributing Circumstances, Road has three subfields: Road Circumstances 1, Road Circumstance 2 and Road Circumstances 3—then, to map completely, the matching State element must have opportunities to code as many times as the MMUCC element has subfields – in this case three. If a State PAR only allows for the reporting of only one Contributing Circumstance, Road, then the PAR would map only to the first subfield for MMUCC Element C15.
5. A single State element attribute may only be mapped to one MMUCC element attribute. For example, a State element for “Roadway Conditions” has an attribute of “Snow,” it may not be mapped to both the MMUCC Element C11. Weather Conditions attribute “Snow” and the MMUCC Element C13. Roadway Surface Condition attribute “Snow” (“Snow” must be listed twice under separate State PAR elements).
6. If a State element has an attribute that combines several terms (i.e., it has a broad definition), it may not be mapped to MMUCC element attributes that are included in that broad definition. For example, a State’s attribute “Frozen precipitation” may not be mapped any of the four MMUCC Element C11. Weather Conditions attributes “Snow,” “Blowing Snow,” “Sleet or Hail,” or “Freezing rain or freezing drizzle” because it does not distinguish between the four possibilities.
7. Two or more elements on a PAR may map to one MMUCC element. For example, the MMUCC element Restraint Systems /Motorcycle Helmet Use may be listed as separate State elements Restraint Systems (or “Occupant Protection”) and Motorcycle Helmet on the State PAR.
8. If an element on a State PAR has attributes that map to elements that are included in more than one MMUCC element, they are permitted to match to those elements under one of the following two conditions: 1) it is clear that the reporting officer may report at least as many attributes as MMUCC elements (i.e., the officer is not compelled to prioritize or otherwise pick which attributes to list and which to exclude); or, 2) the State provides a single list of attributes, such as “Events,” and then provides separate fields for reporting these attributes that correspond to MMUCC elements, or otherwise

Request for Comment
Proposed Process for Mapping State PARs to MMUCC

unambiguously delineate the meaning of multiple reported attributes, such as circling the “Event” that is considered the “Most Harmful Event.”

9. A State PAR data element that is reported as an open text field – the officer either writes in the information or types it in and is not limited to a specific set of possible values – may be used to map to a MMUCC element only if the PAR instruction manual clearly indicates what should be written/typed in the field.

Request for Comment
Proposed Process for Mapping State PARs to MMUCC

Specific MMUCC Element Mapping Notes

Crash Elements:

C2. Crash Classification: State PARs may have a “Private Property” check box. This can be mapped with the first subfield (not selecting “Private Property” would be equivalent to indicating that the crash occurred on public property).

C3. Crash Date and Time: The State PAR may use separate crash Date and Time fields

C6. Crash Location: To map to this MMUCC element, the State PAR needs to have one of the three location types listed in the MMUCC Guideline for this element – latitude and longitude coordinates, a linear referencing system (LRS), or a Link Node System – not all three.

C7. First Harmful Event: To map to this MMUCC Element, the State PAR must have a similar element at the crash level. While MMUCC Elements V20. Sequence of Events and V21. Most Harmful Event for this Vehicle are intended to be reported for each vehicle involved in the crash, this MMUCC element refers to the first harmful event occurring in the entire crash. It may be one of the events listed in one of the four subfields of MMUCC Element V20. Sequence of Events (or similar element on the State PAR) for the vehicles involved in the crash, but it may not be, as the first four events for a vehicle could be non-harmful. Similarly, it may not be the Most Harmful Event for any vehicle in the crash, the First Harmful Event in the crash may not have been as serious as any of the Most Harmful Events.

C9. Manner of Crash/Collision Impact: Diagrams of collision types are acceptable if what is diagramed by the State unambiguously represents the same collision type as the corresponding MMUCC attributes and as explained in Appendix F.

C10. Source of Information: If the State allows only law enforcement personnel to complete crash reports, this data element will not be included in the PAR to MMUCC Mapping (thereby reducing the number of MMUCC elements being mapped to 76).

C13. Roadway Surface Condition & C15. Contributing Circumstances, Road: Attributes from these elements should not be combined in one field; note that one attribute of MMUCC Element C15. Road Surface Condition is intended to capture any condition listed in MMUCC Element C13. Roadway Surface Condition.

C14. Contributing Circumstances, Environment: Weather conditions reported in a separate element corresponding to the MMUCC element C11. Weather Conditions should not be counted for the “Weather Conditions” attribute of MMUCC Element C14. Contributing Circumstances, Environment.

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C18. School Bus-Involved: The State PAR must have a similar element at the crash level. Having “School Bus” as a Vehicle Type should not be credited for either of the two “Yes” attributes. School Bus-Involved is intended to identify not just school buses involved in collisions, but also crashes indirectly involving school buses (e.g., kids walking away or toward a school bus, or a car rear-ending another car stopped for a school bus).

C19. Work Zone Related: If the State PAR combines Subfield 4, Workers Present and Subfield 5, Law Enforcement Present, into one field, it must allow at least two entries, since MMUCC is looking for both the presence of workers and of some type of law enforcement presence.

Request for Comment
Proposed Process for Mapping State PARs to MMUCC

Vehicle Elements:

V2. Motor Vehicle Unit Type and Number: Most States will have Unit Number separate from Unit Type. States with PARs that have the same attributes under separate elements can map these attributes to V2. Motor Vehicle Unit Type and Number.

V3. Motor Vehicle Registration State and Year: State of registration and year of registration are often two separate fields. This is acceptable.

V9. Total Occupants in Motor Vehicle: If the State PAR does not have a specific element equating to this MMUCC Element, but requires that all vehicle occupants be recorded on the PAR (regardless of injury status), then the State is given credit for mapping to this element, since it can be “derived” by counting the number of vehicle occupants.

V13. Direction of Travel Before Crash: Arrow diagrams are sufficient if they clearly equate to the MMUCC attributes and follow the MMUCC definition of this element.

V16. Roadway Alignment and Grade: If the State PAR has an element that is a combination of Subfield 1. Horizontal Alignment and Subfield 2, Grade of this MMUCC element, for example, “uphill curve left,” it will map to both subfields as long as all possible combinations (15) are listed on the PAR. This requires each PAR attribute to be compared to the possible MMUCC subfield combined attributes to determine if any are missing. If the alignment attribute is “curve” but no direction is given, it will not be mapped for either Curve Left or Curve Right.

V19. Vehicle Damage: A State diagram may be used to report both the Initial Contact Point on Vehicle as well as the Damaged Areas if the former is unambiguously identified. A State diagram may contain more than the recommended 12 points (as long as those points can be mapped to the MMUCC 12-point diagram) but the State diagram may not contain fewer points to map to MMUCC.

V20. Sequence of Events &V21. Most Harmful Event for this Vehicle: Note that MMUCC Element V20 includes non-harmful events as attributes. State PARs may include only harmful events. If the State PAR uses one combined listing of events for the elements that are equivalent to these three MMUCC elements, the PAR must have either be three separate fields for recording these elements or the reporting instructions for the events to each element must otherwise be unambiguous. Up to four events must be reportable for Sequence of Events to fully map.

V22. Bus Use: Note that this element describes use, not body type. So a State PAR that only lists motor vehicle body types such as “motorcoach” or “school bus” is not an acceptable mapping for those corresponding Bus Use attributes.

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Proposed Process for Mapping State PARs to MMUCC

V24. Towed Due to Disabling Damage: A State PAR that has an element “Towed” as a checkbox or “Towed, Y/N” will map to this MMUCC element. However, the attributes which map will depend on how the instruction manual indicates that “Towed” is to be defined. If it means only “towed due to disabling damage” and not for other reasons, then only the attribute “Towed Due to Disabling Damage” can be mapped. The State PAR cannot map to the other two MMUCC attributes. If the State instruction manual is unclear as to whether being towed is due to damage, then the State PAR can only map the attribute “unchecked box” or “N” to the MMUCC attribute “Not Towed”.

V27. Gross Vehicle Weight Rating / Gross Combination Weight Rating: For mapping purposes, a State PAR may either report the Gross Vehicle Weight Rating (GVWR) – the manufacturer’s operational weight limit for a motor vehicle and any cargo – or the Gross Combination Weight Rating (GCWR) – the sum of all GVWRs for each unit in a combination unit motor vehicle, such as a truck tractor pulling a semi-trailer.

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Proposed Process for Mapping State PARs to MMUCC

Person Elements:

P1. Name of Person Involved: The State PAR must have a place to record the name of each person involved in the crash, including all drivers, all occupants, and all non-occupants. A “Driver Name” field alone is insufficient. Name fields in separate sections of the PAR, i.e., Driver section, Occupant section, etc., are acceptable.

P2. Date of Birth: Note that both date of birth and age need not be included on the State PAR. As noted in the MMUCC definition for this element, the “Age” subfield is only needed if the date of birth cannot be obtained.

P4. Person Type: If the State PAR has separate motorist and non-motorist sections, and in the non-motorist section it may separate fields for pedestrians and pedalcyclists, then the State is given credit to mapping to this MMUCC Element as Person Type can be derived.

P5. Injury Status: In accordance with the MAP-21 requirement that US DOT establish performance measures for reporting fatalities and serious injuries, the Federal Highway Administration released a Notice of Proposed Rulemaking on March 10, 2014 indicating that States will be required to use the MMUCC Suspected Serious Injury attribute of the element Injury Status to report serious injuries (effective 18 months after the final rulemaking). For that reason, a State PAR injury attribute equivalent (for example, “Incapacitating Injury”) to the MMUCC Suspected Serious Injury (A) will not be considered as an acceptable mapping. Other Injury Status attributes may be mapped to using synonymous terms, such as “Dead” for “Fatal Injury (K)” or “Non-incapacitating Injury” for “Suspected Minor Injury (B).”

P7. Seating Position: A diagram is acceptable for mapping as long as all MMUCC position attributes are represented.

P10. Ejection: An “Ejected” checkbox or “Ejected, Y/N” is sufficient to map to this MMUCC Element. However, to which MMUCC Ejection attributes the State PAR maps depends upon how PAR instruction manual defines “Ejected”, e.g., if “Ejected” means completely or totally ejected, then “Y” maps to the MMUCC attribute “Ejected Totally”. The State PAR will not be able to map to any of the other MMUCC attributes for this element.

P11. Driver License Jurisdiction: An open text field is acceptable for mapping for the attribute “State.” For an open text field to be acceptable for mapping the other MMUCC attributes, the State Police instruction manual must indicate that a reporting officer may report the other specific jurisdiction types.

P12. Driver License Number, Class, CDL and Endorsements: This is commonly given as three or four different fields on a State PAR.

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P13. Speeding Related: The State PAR should have a similar separate element to map. However, if it does not and one or more of these attributes is found under a Contributing Circumstances, a Contributing Factors, or a Driver Actions element, they may be mapped to this MMUCC element only if officers are not limited on the number of factors or circumstances they can report. If the PAR has an element “Speeding: Y/N” or equivalent, it can be mapped but only the attribute “No” can be mapped.

P14. Driver Action at Time of Crash: Driver Action attributes are sometimes included under Contributing Circumstances or other more general State element. In such cases, State PAR attributes may be mapped to Driver Action attributes, but will fully map only if at least 4 circumstances/factors/actions may be reported. It will map partially if fewer than 4 are reported.

P16. Driver Distracted By: “No Apparent Distraction” or “None” may be mapped to “Not Distracted.” “Cell Phone” by itself cannot be mapped to any MMUCC attribute. “Driver inattention” or “Inattentive” will not be mapped to any Driver Distracted By” attributes.

P18. Law Enforcement Suspects Alcohol Use & P20. Law Enforcement Suspects Drug Use: A State PAR element that combines these two MMUCC elements will not be mapped unless the reporting officer may unambiguously indicate whether alcohol or drug use or both is involved.

P22. Non-Motorist Number: A state that does not have a designated non-motorist number, but counts a struck non-motorist as a unit that is given a unit number may be mapped to this element as long as it is possible to distinguish non-motorists from vehicles (such as by person type) and to distinguish each individual non-motorist.

P23. Non-Motorist Action/Circumstance Prior to Crash & P24. Non-Motorist Actions/Circumstances at Time of Crash: If the State PAR combines these as one State PAR element, not as separate Actions/Circumstances according to the timing (“Prior to” or “At Time of”) as MMUCC recommends, it will map (to both elements) only if the PAR permits coding of at least three circumstances (because of the subfields in these MMUCC elements) and a separate coding for going to or from school is also on the PAR.

P25. Non-Motorist Location at Time of Crash: Non-Motorist Location should not be determined based on a State PAR Non-Motorist Action or Circumstance element. For mapping purposes, the State PAR must have a specific Non-Motorist Location element (“at Time of Crash” is not necessary).

P26. Non-Motorist Safety Equipment: Some or all of this MMUCC element’s attributes may be listed under a more general State PAR element that combines motorist and non-motorist equipment. This is acceptable as long as the Person Type for the reported individual is unambiguously a non-motorist.

Request for Comment
Proposed Process for Mapping State PARs to MMUCC

PAR to MMUCC Mapping Example:

Step 1

For the purposes of explaining the mapping process and rules, the following example will map the data element ‘Weather Condition’ to the MMUCC data element ‘C11. Weather Conditions’. The first step is to collect both source and target documents. The relevant excerpt of each is shown below.

Data Target: MMUCC	Data Source: PAR		
<p>C11. Weather Conditions</p> <p>Definition: The prevailing atmospheric conditions that existed at the time of the crash.</p> <p>Element Attributes:</p> <p><i>Subfield 1: Weather Conditions</i></p> <p>Clear Cloudy Fog, Smog, Smoke Rain Sleet or Hail Freezing Rain or Freezing Drizzle Snow Blowing Snow Severe Crosswinds Blowing Sand, Soil, Dirt Other Unknown</p> <p><i>Subfield 2: Weather Conditions</i></p> <p><i>See attributes in Subfield 1</i></p>	<p>Weather Condition</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%; text-align: right; vertical-align: top;">C2</td> <td style="width: 90%;"> <ul style="list-style-type: none"> 1. No Adverse Condition (Clear/Cloudy) 3. Fog 4. Mist 5. Rain 6. Snow 7. Sleet/Hail 8. Smoke/Dust 9. Other 10. Blowing Sand, Soil, Dirt, or Snow 11. Severe Crosswinds </td> </tr> </table>	C2	<ul style="list-style-type: none"> 1. No Adverse Condition (Clear/Cloudy) 3. Fog 4. Mist 5. Rain 6. Snow 7. Sleet/Hail 8. Smoke/Dust 9. Other 10. Blowing Sand, Soil, Dirt, or Snow 11. Severe Crosswinds
C2	<ul style="list-style-type: none"> 1. No Adverse Condition (Clear/Cloudy) 3. Fog 4. Mist 5. Rain 6. Snow 7. Sleet/Hail 8. Smoke/Dust 9. Other 10. Blowing Sand, Soil, Dirt, or Snow 11. Severe Crosswinds 		

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Proposed Process for Mapping State PARs to MMUCC

Step 2

In step two, the mapping Table is set up so that matching data elements and attributes are arranged for ease of comparing data elements and attributes.

A	B	C	D	E
Target Data: MMUCC		Ability to Map Source to Target	Source: State PAR	
Data Element	Data Attribute		Data Element	Data Attribute
C.11 Weather Conditions			C.2 Weather Condition	
	1. Clear			(1) No Adverse Condition (Clear, Cloudy)
	2. Cloudy			(3) Fog
	3. Fog, Smog, Smoke			(4) Mist
	4. Rain			(5) Rain
	5. Sleet or Hail			(6) Snow
	6. Freezing Rain or Freezing Drizzle			(7) Sleet/Hail
	7. Snow			(8) Smoke/ Dust
	8. Blowing Snow			(9) Other
	9. Severe Crosswinds			(10) Blowing Sand, Soil, Dirt, or Snow
	10. Blowing Sand, Soil, Dirt			(11) Severe Crosswinds
	11. Other			
	12. Unknown			
	13. Subfield 2			

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Step 3

In step three, the data attributes from the PAR were mapped to the MMUCC data attributes. The PAR attribute '(1) No Adverse Condition (Clear, Cloudy)' cannot be mapped to the MMUCC attributes '1. Clear' or '2. Cloudy' because the PAR combines these MMUCC attributes. Likewise, '(10) Blowing Sand, Soil, Dirt, or Snow' from the PAR cannot be mapped to the MMUCC attributes '8. Blowing Snow' or '10. Blowing Sand, Soil, Dirt'. However, the PAR attributes '(3) Fog', and '(8) Smoke/Dust' can be mapped to the MMUCC attribute '3. Fog, Smog, Smoke', without a loss in data integrity. Many data attributes were mapped one-to-one. The PAR could not map to the MMUCC attribute '12. Unknown'.

While MMUCC included two subfields for weather conditions, the PAR had one. As a result, of the 24 total attributes for this MMUCC data element (12 MMUCC attributes for each of 2 subfields) this PAR can only be mapped to 6.

A	B	C	D	E
Target Data: MMUCC		Ability to Map Source to Target	Source: State PAR	
Data Element	Data Attribute		Data Element	Data Attribute
C.11 Weather Conditions		Partial: 6 PAR attributes map to 24 MMUCC attributes	C.2 Weather Condition	
	1. Clear	No		(1)No Adverse Condition (Clear, Cloudy)
	2. Cloudy	No		(1)No Adverse Condition (Clear, Cloudy)
	3. Fog, Smog, Smoke	Yes		(3) Fog, (8) Smoke/ Dust
	4. Rain	Yes		(5) Rain
	5. Sleet or Hail	Yes		(7) Sleet/Hail
	6. Freezing Rain or Freezing Drizzle	No		n/a
	7. Snow	Yes		(6) Snow
	8. Blowing Snow	No		(10) Blowing Sand, Soil, Dirt, or Snow
	9. Severe Crosswinds	Yes		(11) Severe Crosswinds
	10. Blowing Sand, Soil, Dirt	No		(10) Blowing Sand, Soil, Dirt, or Snow
	11. Other	Yes		(9) Other
	12. Unknown	No		n/a
	13. Subfield 2	No		n/a

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Once completed, a State PAR to MMUCC Mapping will yield a series of mapping tables that will show, MMUCC element by MMUCC element, the State PAR elements and attributes that mapped to MMUCC elements and attributes. They will also show which attributes for MMUCC elements did not have a corresponding attribute on the State PAR and which MMUCC elements were not present on the State PAR.

These tables can be used by the State to evaluate which of the MMUCC elements its PAR elements mapped best to and those which did not map very well.

The tables can also be used to compute MMUCC Element Mapping Ratings and an Overall PAR to MMUCC Mapping Rating.

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PAR to MMUCC Mapping Rating

The overall mapping rating is based on the number of target element attributes (MMUCC) that can be mapped from the source (PAR). Consequently, a score must be computed for each MMUCC element.

Element Mapping Score and Rating

For each of the 77 MMUCC data elements a MMUCC Element Mapping Score is defined as:

$$\text{MMUCC Element Mapping Score} = \frac{\text{Number of Attributes for State PAR Element that Map to MMUCC Element}}{\text{Total Number of MMUCC Attributes for Element}^*} * 100$$

*NOTE: If a MMUCC element has subfields, the total number of attributes for a MMUCC element is the sum of the number of attributes across all off the subfields.

Table 1 provides a suggested Rating Scale to be applied to each MMUCC Element based on the MMUCC Element Mapping Score to provide a measure of how well the State PAR mapped to individual MMUCC elements.

Table 1 MMUCC Element Rating Scale	
MMUCC Element Mapping Score	Rating
100	Full
80 – 99	High
40 – 59	Moderate
1 - 39	Low
0	Missing

Once the MMUCC Element Mapping Scores have been computed the Overall PAR to MMUCC Mapping Rating can be calculated. This Rating provides the State with a generalized score as to how well its PAR maps to MMUCC.

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Overall PAR to MMUCC Mapping Score and Rating

An overall **PAR to MMUCC Mapping Rating** will be calculated by adding the **MMUCC Element Mapping Scores** for all 77 MMUCC Elements and divide by 7,700*:

$$\text{Overall MMUCC Mapping Score} = \frac{\sum \text{MMUCC Element Mapping Score}}{77 \text{ MMUCC Elements}} * 100$$

7,700

*If MMUCC elements have been excluded from the *Process* (e.g., see Specific Note for MMUCC Crash Element C10.), this number should be reduced by 100 for each MMUCC element excluded.

Table 2 provides a suggested Rating Scale that can be applied to the Overall PAR to MMUCC Mapping Score to obtain a measure of how well the State PAR mapped to MMUCC:

Table 2 PAR to MMUCC Mapping Rating Scale	
PAR to MMUCC Mapping Score	Rating
100	Full
80 – 99	High
40 – 59	Moderate
1 - 39	Low

PART 2: ASSESSMENT PROCESS

2.1 Requesting an Assessment

To initiate an assessment, an authorized State official—generally the Governor’s Representative for Highway Safety—must send a formal letter of request to their NHTSA Regional Administrator. This letter should include the State’s top three most desired assessment slots and identify the State assessment coordinator—the individual responsible for overseeing State participation in the assessment.

This request should be made as far in advance of the expiration of the State’s current §405(c) coverage as possible as the assessment process takes at least three months to complete and requires at least one month of lead time. Many States reserve their slots two or even three years in advance of their assessment. NHTSA regional offices may be consulted if there is uncertainty about the expiration of a State’s current §405(c) coverage period.

NHTSA schedules assessments on a first-come, first-serve basis. In their request letters, States should identify their top two or three choices from the calendar of assessment slots provided by their NHTSA regional office. The slots are staggered to enable NHTSA to field as many assessments concurrently as possible. Once all available slots have been reserved, however, NHTSA will not be able to accommodate additional assessment requests.

Once the State’s assessment request has been received by their regional NHTSA office it will then be forwarded to the National Driver Register and Traffic Records Division at NHTSA headquarters. The NHTSA TR Team will review the assessment schedule and provide the State formal, written confirmation of their selected assessment slot. A copy of the *Advisory* and this manual will also be provided the State Coordinator at this time.

2.2 Pre-Assessment Planning Calls

Once a State request has been received by the NHTSA TR Team and the assessment slot confirmed, the appointed Traffic Records Team representative for that State will schedule the first of several pre-assessment conference calls. At minimum, there will be two calls: an initial call immediately following confirmation of the State’s assessment slot and a second call one month prior to the kickoff meeting. There may be additional calls should either the State or NHTSA deem them necessary.

2.2.1 Initial Planning Call

The initial planning call will include the State Coordinator, the NHTSA TR Team representative, the NHTSA regional office, and other interested parties from the State as determined by the State Coordinator. The primary goal of this call is to familiarize the State Coordinator with the assessment process and finalize the schedule. Specifically, the initial call is used to establish the assessment’s internal timelines, review the pre-assessment checklist items (Appendix 4.1), and answer any initial questions the State may have.

While the State will already know when its assessment is scheduled to take place in general, having received confirmation of their slot, States must confirm their assessment's internal timelines during the initial conference call. The active period of an assessment is usually a 15-week period that runs from the formal kickoff meeting to delivery of the final report. A basic sample schedule can be seen in Table 1. This sample has been optimized to provide State respondents with time during the workweek, to provide assessors with time during weekends, and ensure that transitions between rounds do not occur on weekends to avoid scheduled server maintenance. States are encouraged to follow this model as closely as possible.

Recognizing that many assessment slots will include holidays or other State commitments, a degree of flexibility has been built into the process. During the initial planning call, States may elect to move certain dates within the assessment and expand or contract the State respondent periods. States may not shorten the periods in which the assessors are at work.

Upon NHTSA TR Team receipt of request		Initial pre-assessment conference call
1 month prior to kickoff meeting		Facilitator introduction pre-assessment conference call
Between facilitator conference call and kickoff		State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library
Assessment	Monday, Week 1	On-site kickoff meeting
	Tuesday, Week 1 – 12pm EST, Friday, Week 3	Round One Data Collection: State answers standardized assessment questions
	Friday, Week 3 – Wednesday, Week 5	Round One Analysis: Assessors review State answers and rate the responses and, if needed, request necessary clarifications
	Thursday, Week 5 – 12pm EST, Friday, Week 7	Round Two Data Collection: State responds to the assessors' initial ratings and requests for more information and clarification
	Friday, Week 7 – Wednesday, Week 9	Round Two Analysis: Assessors review additional information from the State and, if needed, adjust initial ratings
	Thursday, Week 9 – 12pm EST, Friday, Week 11	Round Three Data Collection: State provides final response to the assessors' ratings
	Friday, Week 11 – Monday, Week 13	Round Three Analysis: make final ratings
	Tuesday, Week 13 – Monday, Week 14	Facilitator prepares final report
	Week 15	NHTSA delivers final report to State and Region
	(After completion of assessment, date set by State)	NHTSA hosts webinar to debrief State participants
(After completion of assessment)		(OPTIONAL) State may request GO Team targeted technical assistance or training

Table 1: Sample Traffic Records Assessment Timetable

Any alterations to the basic schedule must be made during the initial planning call. While STRAP can accommodate schedule changes under certain emergency circumstances, it is generally discouraged. Furthermore, once the assessment has advanced from one phase to the next

(from Round One Analysis to Round Two Data Collection, for example), the process cannot be reversed.

During the initial planning call, the State Coordinator will also decide whether or not to designate any module managers. Module managers play a role similar to that of the module leaders on the assessment teams, assisting the State Coordinator with the management of a specific assessment module and ensuring that the questions in their modules are answered adequately. Module managers have the same view and edit rights that the State Coordinator possesses for their assigned module. Module managers are optional, and States may elect to have managers for all, some, or none of the modules in their assessments. Many States choose to have at least one or two module managers in areas that have many questions—*injury surveillance*, for example—or that the State Coordinator is not directly involved with. This helps to reduce the State coordinator’s workload, ensures that all questions are answered in each module in a timely manner, and provides a familiar point of contact for questions or concerns.

Participants in the initial planning call will also review the following critical topics:

- *State Traffic Records Assessment Procedures and Policy Manual*
- Basic STRAP operating procedures
- Identification of a venue for the kickoff meeting that will accommodate the appropriate number of attendees, provide requisite connectivity (Cat5 Internet in addition to a landline) and convenience to the hotel or airport for those traveling to attend
- Identification of State attendees for the kickoff meeting
- Determining the type of report-out desired
- Pre-Kickoff Meeting Checklist (see Appendix 4.1)
- Scheduling details for the one-month call

In the time between the initial planning call and the one-month planning call, the NHTSA TR Team will identify the assessment facilitator and assessors from a pool of qualified subject matter experts.

2.2.2 One-Month Planning Call

The one-month planning call will generally occur one month prior to the assessment kickoff meeting and will include the assessment facilitator, the State coordinator, the NHTSA TR Team representative, the NHTSA regional office, any module managers designated by the State, and other interested parties as determined by the State coordinator. Participants in the one-month planning call will be introduced to the facilitator, confirm the identity and participation of any module managers, determine whether the State coordinator will have view or review rights, review preparations to date, and address any outstanding logistical issues regarding the kickoff meeting.

The one-month planning call marks the beginning of the assessment facilitator’s active involvement in an assessment. These individuals possess broad expertise in traffic records and

exceptional management skills. Facilitators coordinate assessor activities and provide the State coordinator with hands-on support from the one-month planning call through the kickoff meeting and up until the conclusion of the assessment. This support includes assistance with identifying State respondents, entering their information into STRAP, leading the kickoff meeting, and offering advice on how to elicit appropriate responses from State respondents in a timely fashion. At the end of the assessment, the facilitator will also package and review the assessment report. The facilitators do not, as a matter of course, directly influence the assessors' rankings of State responses.

By the one-month planning call the State coordinator must also decide if he or she will retain review rights for all responses or just view rights. Retaining review rights, which requires the State coordinator to approve each response before it is released to the assessors, is neither required nor encouraged, but does offer the State coordinator a high degree of control over the process and responses being submitted for review. In addition, however, it creates a significant bottleneck and can present an undue burden on the State coordinator, who then must review all responses before they are released to the assessors. This option is particularly not recommended when States elect to appoint module managers as they provide an additional layer of review and support. NHTSA recommends the State coordinator elect to retain view rights, which allows all responses to go directly to the assessors without coordinator approval. All responses will be viewable by the State coordinator but he or she will not be able to disapprove or return answers to the respondents prior to their submission to the assessors.

If the State has elected to use module managers, their identities and participation should be confirmed at the one-month planning call. A special STRAP training webinar for these individuals and the State coordinator will also be scheduled if requested. While there will be a STRAP demonstration at the kickoff meeting, the State coordinator and module managers have expanded rights and responsibilities so this targeted training is highly recommended. The module manager training webinar is generally scheduled for a week prior to the kickoff meeting at the convenience of the State.

The logistical arrangements for the kickoff meeting itself, to include date, time, agenda, and any AV needs should be finalized and confirmed at this time. The one-month call also marks the beginning of a more active phase of preparations—particularly for the State coordinator and facilitator.

2.3 Pre-Kickoff Preparations

State Coordinators are encouraged to coordinate closely with the facilitator during this critical period as adequate preparation will improve the assessment process immeasurably for the State participants, the assessors, and those assigned to manage the process. State Coordinators are expected to, with the facilitator's assistance, undertake the following items before the kickoff meeting:

- Review the complete master list of questions (Appendix 4.4), identify the State respondents, enter them into STRAP, and assign the questions.
- Review the list of suggested resource documents (Appendix 4.2) and upload applicable documents to the STRAP Document Library. STRAP may be accessed for this purpose by the State coordinator using the token sent via email by the NHTSA TR Team member.

2.3.1 Review and Assign Questions

As soon as the assessment has been scheduled, the State Coordinator should review the 391 questions in the *Advisory* and identify appropriate respondents for each. Shortly after the one-month call, the State Coordinator will be granted access to STRAP and will be able to enter the respondent's information into the system and assign questions.

The responses that are provided by the selected State personnel determine whether or not the State's data and data systems meet the standard described in the *Advisory*. Thus, it is imperative that these State respondents are knowledgeable about the data system they are being asked to describe, that they enter their answers into the STRAP software within the scheduled timeframes, and that they include the appropriate standards of evidence documents. Appendix 4.2 lists the assessment questions and suggests roles or job titles of individuals that should be able to answer each question.

In selecting respondents and assigning questions, NHTSA encourages States to consider the widest possible distribution of questions as it helps ensure that the question is not only answered, but answered by the most appropriate, knowledgeable State personnel. In many cases, this will mean that single questions are assigned to multiple respondents. Identifying multiple respondents is particularly important for questions involving data use/analysis, data collection, and data maintenance and management. The knowledge and experience of all three groups—users, managers, and collectors—help the assessors understand the data, its availability, and how it is used within the State. This then enables them to determine data quality and the potential for data improvement in each component of the system.

Each respondent should be contacted prior to the kickoff meeting so they are aware of their role in the assessment and which questions will be asked of them. This is vital to ensure that the chosen respondent is capable of answering the assigned questions. Additionally, the State coordinator should take time to review the pertinent questions and evidence requirements with each respondent. This review provides respondents with a more complete understanding of the amount of time and effort required to complete their assigned questions and gather the necessary evidence documentation. Awareness of the effort required will help to prevent respondent's procrastination until the last day the STRAP system is available, then finding that not enough time has been set aside to complete comprehensive responses and upload the required documentation.

Respondents are expected to provide appropriate evidence and documentation as specified in the *Advisory* for each question they answer. The time commitment necessary to complete these tasks must be taken into account by the State Coordinator when determining the number of questions assigned to each respondent.

A State's assessment will generally be set up in the STRAP system approximately one month prior to the kickoff meeting. Providing the State Coordinator has already identified the respondents and collected their contact information, it is then quick work to enter the respondents and assign questions in-system. While the STRAP system can add additional respondents mid-assessment, it is very much preferred that as many of the respondents as possible be entered into STRAP with contact information confirmed and questions assigned prior to the kickoff meeting and the initiation of Round One Data Collection.

2.3.2 State Document Library

State coordinators can also prepare for their traffic records assessment prior to the kickoff meeting by beginning to assemble the document library—the documents that the respondents and assessors will need to refer to during the assessment. These can then be uploaded to STRAP once it is made available to the State Coordinator. This will make it easier for respondents to find and cite critical evidence from basic documents like crash forms and data dictionaries. Responses that do not include the appropriate evidence documents will be rated negatively, whether or not the State's answer meets the *Advisory* standards.

2.4 Kickoff Meeting

The on-site kickoff meeting is hosted by the State coordinator, led by the facilitator, and attended by the full State Traffic Records Coordinating Committee—both executive and working level committees—as well as other key State personnel that will serve as assessment respondents. The State coordinator should plan to invite all the people who will be tasked with answering one or more assessment question(s), as well as the State's FHWA and FMCSA representatives. The kickoff meeting explains why and how the assessment is being undertaken, demonstrates the STRAP system, and provides an opportunity for face-to-face interaction with the assessment management team.

The kickoff meeting is tailored to the State's needs and the type and order of events may be altered based on State preferences so long as these core objectives are achieved. While the facilitator leads the kickoff meeting, NHTSA will generally be represented by either the appropriate TR Team member or a regional program manager, if not both.

It is imperative that the facilitator and State coordinator work together to secure a room suitable for the kickoff meeting. At minimum, it must be large enough to accommodate all participants; have full teleconferencing capabilities; high-speed, hardwired internet access; and associated AV equipment to accommodate the STRAP demonstration (laptop, television, projector and screen, etc.).

2.4.1 Suggested Kickoff Outline

To date, NHTSA has found the following to be the most efficient and effective way to conduct the assessment kickoff, but per the above, the State coordinator and facilitator may make alterations to suit State-specific circumstances. The meeting begins with a general presentation and discussion session appropriate to both management and staff-level participants, followed by a more in-depth STRAP demonstration for State respondents. This arrangement encourages greater attendance by allowing higher-level staff to attend the first portion of the meeting, but not all of it. An agenda corresponding to this outline can be found in Appendix 4.3.

Set-Up & Pre-brief

The first session is a pre-brief at the meeting's primary location to review the day's agenda, troubleshoot any issues, and finish set-up for the kickoff. This informal session generally will include the NHTSA TR Team member, the NHTSA regional program manager, the facilitator, the State coordinator, and the State traffic records coordinator (if not the same person as the Assessment Coordinator), along with any other State representatives the Coordinator deems necessary.

At minimum, the facilitator and State coordinator or designee should arrive on-site at least half an hour before the start of the meeting to ensure that the room is ready for the meeting. Open square or other non-classroom style seating arrangements are preferred. Internet connectivity and AV display abilities should also be tested at this time.

Presentation & Discussion

Following the set-up and pre-brief session, the formal portion of the kickoff will begin with the facilitator delivering a high-level presentation that covers the administrative aspects of the system as well as the content of the *Advisory* and assessment. The session will include a presentation that provides an overview of Traffic Records Assessments, explains the purpose of the assessment, the procedures and schedule, important deadlines, and describes the contents of the final report. This session is geared towards all TRCC members, data system managers, users, and respondents.

The discussion period that follows is used to address any of the State's questions or concerns about the assessment process and any current issues that would help give the assessors a clear picture of the State's situation at the time of the assessment. If executive-level committee members and other managers are not going to serve as respondents, they may wish to leave following the conclusion of this session. If they will be answering questions themselves, they should participate in the next session as well.

STRAP Demonstration

Following the presentation and discussion session, a demonstration of the State Traffic Records Assessment Program (STRAP) will be delivered. When possible, this will be a live demonstration delivered by the STRAP user support specialist via webinar. The webinar will present in detail the functions of the STRAP interface, how to use STRAP to respond to assessment questions, and information flows during the assessment.

Wrap-Up & Question Assignment Review

Following the STRAP demo, the formal portion of the kickoff will come to an end. The facilitator, State coordinator, and NHTSA TR Team rep will remain available to address any further questions from the respondents and engage in a more detailed review of the assessment questions for each section of the *Advisory*. Most question assignments should have been completed prior to the kickoff meeting, but any questions remaining unassigned must be assigned by the end of the kickoff meeting.

2.5 Conduct the Assessment

Following the conclusion of the kickoff meeting, the active phase of the assessment will begin. The assessment consists of a set of 391 standardized questions that the State will answer, providing appropriately cited evidence to support their responses. These standardized questions are the basis of an exchange between the State respondents and assessors spread over three iterative response cycles.

Respondents are reminded that the assessment process is not meant to be an audit or judgment of the State's data, but a means by which to determine where the State excels and where progress or upgrades are needed and feasible. Such ratings are meant to assist the state in prioritizing system upgrades, based on need and criticality of the data. As a result, it is imperative

that responses paint an accurate picture of the state of traffic records.

Anything less will hamper efforts to improve traffic safety within the State.

	Questions
TRCC Management & Strategic Planning	35
Crash	44
Roadway	38
Driver	45
Vehicle	39
Citation and Adjudication	54
Injury Surveillance	123
Data Use and Data Integration	13
Total	391

Table 2: Breakdown of Assessment Questions

If any State response is unclear to the assessor, a request for clarification will be sent directly to the person who submitted the response during the next respondent round. The State coordinator will be able to view the module leader's initial finding and specific request for clarification. After three exchanges, the assessors make their final rating for each question. Specifically, the assessors will examine how States address each question to determine how closely a State's capabilities match those described in the ideal. For each question, the

assessors will determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description.

If no response to the question is received, STRAP will automatically generate a negative finding. However, it must be noted that States who do not provide an answer to EVERY question by the end of the third round response cycle of the assessment will not be eligible for MAP-21 Section 405(c) grant funding. Any appropriate answer is acceptable, but every question must be answered.

The State coordinator will have access to a number of management reports that will be organized by module. The reports will show the number of questions assigned out of the total for that module, whether or not all have been assigned, the number of respondents assigned to questions within the module, the number of responses submitted out of the number expected and whether or not all responses have been submitted. These reports will assist the State coordinator in monitoring the progress of the assessment.

2.5.1 Round One Data Collection

Each respondent entered into STRAP and assigned a question will be emailed a link (or token) which will authenticate their identity, and allow them to log into STRAP and answer their assigned questions. Each person's token is unique (delineates identity and access) and may not be shared with others. Questions may be assigned to more than one respondent; nevertheless, respondents should submit their responses to each question individually. All assigned questions can be found on the respondent's tab. Within this tab, questions can be narrowed down by module and sub-module.

Respondents may partially enter an answer and save their work prior to submission. This is particularly useful when respondents discover that they need to attach additional information prior to submitting their answers. Once the respondents begin to submit their responses, their list of questions can be further narrowed down to show only those that have or have not been submitted. The State coordinator (and State module managers, if assigned) can only view responses once they have been submitted to the assessors. If the State coordinator and module managers have been granted review access (See Section 2.2.2), they can review responses before they have been sent to the assessors and can choose to return the answer to the respondent for clarification before submitting each question to the assessors.

Refer, Defer, Decline

Respondents may feel that they are not the appropriate person to answer an assigned question, or that there is a person more qualified to answer the question. In these cases, respondents have several options. They may answer the question and then refer it on to another respondent, by selecting the "refer" button and choosing a respondent already in the system or by entering a new respondent's name and email. If the respondent has nothing to contribute to a question, he or she may defer the question by selecting the "defer" button and

choosing a respondent already in the system or by entering a new respondent's name and email declining to answer the question, or referring the question to another respondent. As a last resort, when the respondent cannot answer the question or think of anyone to defer it to, he or she may decline the question. This will remove the question from their queue completely. Should respondents need to decline a question, they should notify the State coordinator so a replacement respondent can be found. As all questions must be answered in order for the assessment to be validated for grant purposes, declining questions is strongly discouraged.

The *Traffic Records Program Assessment Advisory* should be reviewed by respondents in order to assist with the context of questions that they are assigned. If more assistance is required, the State coordinator and the Assessment Facilitator may be contacted for clarification.

Providing Evidence

To ensure that assessments are uniform and reliable, the *Traffic Records Program Assessment Advisory* provides respondents and assessors with suggested standards of evidence to support the responses for each question. In most cases, State respondents are asked to document their answers to the assessment questions. The suggested standard of evidence for each question is provided in STRAP as well.

Evidence should be uploaded to the document library and linked to the question response in STRAP. If the evidence required is a multi-page document, the response must include the page number and location of the relevant part of the document (or the respondent may cut-and-paste the relevant part of the document into a separate document, listing its source, then upload and link it to the question). States are free to provide alternative evidence documents to those suggested in the *Advisory*, but must provide sufficient evidence that the response provided is true. When responses are supported by adequate evidence, failure to upload and link the documents specified in the standard of evidence will not be automatically rated "does not meet the *Advisory* standard".

Providing High Quality Answers

The assessment questions are designed to elicit information that will allow the assessors to make a comparison of the State's systems with the ideal system described in the *Advisory*. As an example, the *Advisory* describes an ideal crash system in part:

The State maintains accurate and up-to-date documentation—including process flow diagrams—that details the policies and procedures for key processes governing the collection, submission, processing (e.g., location coding), posting, and maintenance of crash data.

Question 55 relates directly to that ideal description:

Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting,

and posting of crash data—including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?

The Advisory also lists the evidence required of the State related to this question:

Provide a process flow diagram (preferred) or narrative description documenting key processes governing the collection, reporting and posting of crash data—including the submission of fatal crashes to the State FARS unit and commercial motor vehicle crash data to SafetyNet. Evidence can include the Manual for Crash Reporting by Law Enforcement and/or policy & procedure manual or memos for FARS and SafetyNet Analysts.

When answering, respondents should keep in mind that the assessors are unfamiliar with the State's processes and they should strive to provide complete information, rather than short or one-word answers.

For example, an inadequate response to Question 55 would be:

Yes. Policy attached.

While this is responsive to the question, it does not provide all the details that the assessor needs to make a determination. For example, does the policy provided apply to all law enforcement officers within the State or is it a State Police/Patrol policy only? A better response would be:

Yes, the State uses a single Uniform Crash Report and Officer's Manual for Crash Reporting. The Manual is updated whenever the report is revised. FARS reporting is included in the Manual as is commercial motor vehicle crash reporting. SafetyNet reporting is done centrally at the crash data repository and information about that process is included in the crash data entry policy and procedure manual which is updated semi-annually, with interim changes being added to the Manual in the form of memoranda to the staff until the change is formally incorporated by the semi-annual update.

2.5.2 Round One Analysis

The assessment team evaluates the State's performance compared to the ideal specified in the Advisory. At the end of the first State response period (Round One Data Collection), access to the STRAP State respondents tab is disabled and the assessor tab is activated. These qualified SMEs review the State's response to each question and rate each as (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. At least two assessors examine each question.

Upon accessing the assessor tab in STRAP, the assessor should see instructions, reports and a listing of the questions and answers they will need to evaluate. Assessors and module leaders

will review the State's answers and supporting documentation before making their rating selections from a drop down menu: "meets", "partially meets", or "does not meet". In addition to the rating, assessors also provide a ballot for each question. This brief narrative accompanies and justifies the ballot selection for each question. In Round One, assessors may also select "clarification request" as a rating option. This should be used if the assessor needs more information in order to verify a State's answer that is not supported by the supplied documentation.

Using the Standard of Evidence & Assessor Guidance

The two assessors will independently complete ballots to rate whether each State-supplied response indicates that the State meets the standard outlined in the *Advisory* and findings, which delineate the reasoning of the assessor in making the rating, and note the evidence provided. The assessors use the standards of evidence guidance to help them determine whether there is sufficient evidence to determine whether a capability or critical element exists, is being implemented, or does not exist. It is, however, entirely possible that a State may have provided evidence sufficient for the assessor to make an accurate evaluation about a question without providing the evidence specified in the standard. It is up to the assessor and module leader to make such determinations. In the interests of transparency and efficiency, these standards of evidence and assessor guidelines are also made available to State respondents. See Table 3 for guidelines used by assessors to develop ratings.

Using the guidelines found in Table 3, assessors review the State's answer and supporting evidence provided for the question. It is imperative that any documentation be linked to the appropriate answer. A rating of "meets the standard" requires that the State indicate it is in compliance with the *Advisory* ideal and also provide sufficient documentation for the assessor to determine the validity of the State's claim.

Assessors are also permitted to submit a "clarification request" in place of an explicit "meets", "partially meets", or "does not meet" rating if the State's answer or supporting documentation is unclear. When submitting a clarification request, the assessor should also provide a narrative of the additional information sought in the space available. This option is not allowed in later analysis rounds. Assessors should note that the selected rating was awarded based upon the information supplied and specify what missing information is needed to award a rating in keeping with the State claim.

Prior to the conclusion of Round One Analysis, the facilitator will host a conference call for all assessors to discuss any major issues and compare notes. While the assessors for each module will already be in regular contact, this is an important opportunity to share insights across modules.

Response	Rating			Ballot Comment
	DNM	PM	M	
No answer provided	X			System generates response.
Positive answer, no evidence	X			Request evidence.
Positive answer, substituted evidence other than that required by the <i>Advisory</i>	X	X	X	Rating will depend on the quality of the substitute evidence, and the information provided by the substitute evidence. If the substitution is verifiable, and serves to prove the response, the rating should be the same as if the required evidence were submitted. If the evidence is lacking, clarification should be requested.
If a system is under development, but has not been implemented	X	X		Note with the rating that the State is in process of development in order to both give the State credit and to provide information to future assessments. Many development projects are abandoned or fail. Ratings should not reflect "what might be."
Positive answer, "cannot obtain" evidence	X			Seek clarification for the lack of evidence, request alternate evidence. Rate on evidence provided.
Positive answer without adequate information	X			Seek clarification. Rate on evidence provided.
For answers to system-wide questions that States claim "meets" except for "one or a few small agencies", etc.		X		To ensure consistency and equity of ratings, ratings for electronic capture and/or submission are: Meets: States with a pop. of over 6M require 99% electronic capture and submission; States whose pop. is 2M to 6M require 98% electronic capture and submission; States with less than 2 million population will require 95% electronic capture and submission.
If the question is partially answered.	X			Request additional information.

Table 3: Guidelines for Assessor Ratings

Providing High-Quality Analysis

Assessor ratings and ballots must stand alone grammatically and in terms of content. They should be written in full sentences that explain the evidence provided, and how it was ranked.

An inadequate rating/finding:

The State reported 'no'.

Or

The State meets the standard. Evidence provided.

An adequate rating/finding might be:

The State does not meet the standard of evidence. No examples of performance measures were provided.

However, it is better that findings are specific to the question/response:

The State indicated that no timeliness performance measures are in place in the Department of Public Safety.

Other examples of appropriate findings are:

The data dictionary does not address the edit checks. Based upon the schema extract provided, it appears that the edit checks and data collection guidelines exist, but the narrative did not include a detailed description to establish that it meets the standard.

Documented procedures are in place for returning data to the individual agency for correction/clarification. The State provided a description of the process used to request data corrections from the collecting agency.

Documents were provided and the responses show that the technical level TRCC's recommendations are referred up to the executive level for approval. The TRCC charter loosely describes this relationship but the State might benefit from tighter coupling in this area.

Combining Ratings and Ballots into Ratings and Findings

After the assessors have completed their ratings and ballots, the module leader will review both and incorporate them into a single rating and narrative finding for each question. If the assessors and module leader are unable to reach consensus, the facilitator will help make the determination.

The module leader will be the assessors' point of contact for the assessment process. Module leaders will work with the assessment facilitator to communicate with the State. While the respondents' names will not be available to the assessors, their job functions and the department in which they are employed will be accessible when available, in order to assist the assessor in determining the respondent's point of view, either as a data user, collector, or manager; this background information will also help assessors who need clarification to formulate their queries based on the expertise of the respondent.

The combined rating and finding for each "partially meets" and "does not meet" answer will be returned to the State at the beginning of Round Two Data Collection for additional information. Questions whose Round One answers met the standard are removed from the respondents' queues. If the Round One answer or evidence was deemed inadequate, the module leader may

attach a specific clarification request for additional information or clarification, in lieu of providing a rating. This request will be passed on to the State by the module leader.

The ratings and findings sent to the State are prepared as a synthesis of those made by the assessors and module leader individually. Once consensus has been reached, the module leader will enter in the finalized rating for Round One. When this rating is submitted, the assessors' initial rating will be updated to match the consensus rating for Round One.

The assessors, module leaders, and facilitator should agree on timeframes for completion of the work assigned to each. Assessors should be aware that their ratings must be complete prior to the end-date of each round in order to provide adequate time for review by module leaders.

2.5.3 Round Two Data Collection

Once the Round One ratings and findings have been completed by the Module Leaders, they are returned to the State coordinator and respondents, who then have their second of three opportunities to respond and/or provide additional information or evidence to support their responses to the questions that the assessors rated as partially meets, or do not meet the standard described in the *Advisory*. The assessor may have deferred the rating in favor of requesting more information or clarification of the response or the documentation.

Respondents should provide any additional information or clarification that is specifically requested by assessors, where ratings have been deferred for that purpose. The respondent may contact the State coordinator to assist with any inquiries about the clarification requested, prior to submitting a response. The State respondent will also have the opportunity to provide additional information even in cases where ratings have been issued, but the respondent feels that the assessor might benefit from additional information.

If the rating is low but correct and respondents have no further information, it would be helpful for the State to indicate that the rating is accurate and no further data will be forthcoming. To do so, respondents may add a note to their answers: "Round Two, no further information" or "Round Three, agree with rating", etc. This will speed the process both for assessors and the respondents in subsequent rounds.

2.5.4 Round Two Analysis

At the end of the given timeframe for responses, the respondent tab will again be disabled and the assessors will be able to review questions/responses that have additional information or clarification provided. If a respondent finds that the answer provided in the previous round was incorrect or incomplete, the initial response should not be deleted, but a notation should be made in the subsequent round response that it is a "correction or clarification" of the previous response. When responses change from one round to the next and the previous response is gone, assessors have no means to account for an upgraded rating.

For questions where additional documentation or clarification was requested but none was provided, the assessor will rate the State based on the information that has been given, but may note in the finding that a higher rating would be possible with specific documentation or clarification. Assessors may not defer ratings during the second round, but can provide a rating with the explanation that certain additional information might improve that rating.

Once the assessors and module leader have reached a consensus on each question, the module leader will enter in the finalized rating for Round Two. When this rating is submitted, the assessors' initial ratings will be updated to match the consensus rating for Round Two.

2.5.5 Round Three Data Collection

Following the second round of assessor balloting, all questions will be rated and the State will have one final opportunity to provide additional information that it feels might impact the rating of the remaining “does not meet” and “partially meets” responses. This is the State respondents’ last chance to provide information to the assessors and there is no further opportunity for the State to review the assessment report prior to its final release.

Again, if the rating is low but correct and respondents have no further information, it would be helpful for the State to indicate that there is no further information and the rating is accurate. To do so, respondents may add a note to their answers: “Round Two, no further information” or “Round Three, agree with rating”, etc. This will speed the process both for assessors and the respondents in subsequent rounds.

2.5.6 Round Three Analysis

At this point, the assessors produce their final ballots and ratings. The module leader confirms the ratings and combines the ballots into brief narrative findings which are finalized for each of the questions that the State has answered. The module leader’s final ratings will again update the assessors’ initial Round Three ratings. The module leader’s final findings should be self-explanatory. Anyone should be able to read the finding for each question without having to refer back to the *Advisory* and understand what was assessed, how the State’s performance was rated, and why that rating was assigned. This also encourages the Module Leader to think through the implications of each rating individually as part of the entire module. From these analyses, the final report is drafted.

2.5.7 Drafting the Final Report

After the Module Leaders have finalized each question’s rating and conclusions in Round Three, they will be tasked with writing a summary of the State’s performance for each module. A new tab will be accessible from the Module Leader page, titled “Final Report.” This narrative summary will include critical considerations that add depth and context to the recommendations developed from the question ratings for each module.

This summary should note areas where the State has been successful in its efforts and deserves recognition for those efforts. The narrative overview of the modules may include specific considerations the State may wish to entertain in exploring how to improve their traffic records systems. These considerations are distinct from both the interim findings developed during the assessment process and the recommendations provided in the executive summary. The State will only need to specifically address the latter recommendations in their annual updates and strategic plans per the §405(c) grant requirements.

2.6 Delivering the Final Report

The traffic records assessment report provides an overview of the status of the State's TRCC and each of the component data systems. The report will be arranged according to the organization of the *Traffic Records Program Assessment Advisory* with separate sections covering TRCC management, strategic planning, crash, vehicle, driver, roadway, citation and adjudication, injury surveillance, and data use and integration.

The report is divided into two distinct parts: the executive summary and the results. The executive summary is where the aggregate ratings for the assessment are found, along with the recommendations. The results section includes the module leader's narrative summary for each module that provides an overview of how the State compares to the *Advisory*'s described ideal system and may offer "considerations", suggested courses of action that the State may wish to undertake as they work to improve their systems. In addition to the module summaries, the results section also includes the final rating and narrative assessor conclusions for each question individually. If the State would like additional assistance, a GO Team should be considered. More information on GO Teams is found in Section 2.8, and an application in Appendix 4.5.

2.7 Report-Out Webinar

After the assessment has been completed, the assessment facilitator will present the final report and summarize the assessment's recommendations and conclusions to the States' TRCC via a webinar. Broadcasting the recommendations conclusions via webinar will enable broader audience participation than an on-site visit by the assessment team. The TRCC and the State coordinator will be able to publicize the webinar and invite other interested parties as they see fit. Staff from NHTSA's Traffic Records Team and NHTSA Regional Program Managers (RPMs) will participate in these webinars, and NHTSA RPMs may wish to travel to the State, particularly when they are scheduled to coincide with a full TRCC meeting. If the State coordinator has elected to invite assessors as well, they may also participate. Dependent upon resources, it may be possible to hold an on-site final report and debrief at the request of the State.

Although the debrief will coincide with the delivery of the final report and list of recommendations and conclusions, State officials will know the general contents of this report

in advance because of the iterative nature of the assessment that provides early feedback to the State on each question.

2.8 Requesting Optional Technical Assistance

NHTSA's Traffic Records GO Team program aims to help States improve their traffic records systems by deploying teams of subject matter experts to deliver tailored traffic records-related technical assistance and training based on States' specific needs. This program is designed to provide additional resources and assistance for State traffic records professionals as they work to improve their traffic records data collection, management, and analysis capabilities.

States are encouraged to submit GO Team requests that address a specific traffic records improvement need, either highlighted during a State's traffic records assessment or identified by the State's Traffic Records Coordinating Committee (TRCC) and Highway Safety Office.

A State may request specific technical assistance that (1) focuses on addressing a targeted problem in the traffic records system, or (2) provides technical training to State traffic records program managers in an area identified by the State. Key assistance topics should address an issue identified in the State's traffic records strategic plan or identified during the State's most recent traffic records assessment.

Technical Assistance

The GO Team will travel to the State to adequately diagnose the State's problem and provide appropriate technical assistance as needed. The GO Team leader will draft a final technical report that diagnoses the problem with the State's traffic records system and recommends a course of action for the State to undertake to resolve this problem. The GO Team will submit this report to NHTSA staff, who will host a closeout webinar where the State and NHTSA will be debriefed on the GO Team's conclusions.

Technical Training

The GO Team will work with the appropriate State traffic records professionals to design a curriculum to meet their training needs. The training should be no longer than 3 days and is not meant to supplant courses offered through the Transportation Safety Institute. The GO Team will travel to the State to provide instruction only as needed. Whenever appropriate, the GO Team will attempt to deliver this training via webinar.

Requesting a GO Team

A State interested in requesting a GO Team will complete the brief application (See Appendix 4.5) for technical assistance or training and submit it to NHTSA via TRIPRS. Applications should be submitted by a State-designated representative and approved by both the State's Highway Safety Office (SHSO) and TRCC. States should contact their RPM for assistance in applying.

The application request should include the following information:

- A detailed description of the technical problem that the GO Team will need to address;
- A description of the specific technical assistance being requested from the GO Team;
- A description of the current and past efforts to address this problem;
- An explanation of how the GO Team assistance fits into the TRCC's Strategic Plan;
- The anticipated improvements that the GO Teams are likely to provide to the State's traffic records data systems; and
- The contact information of the State officials who will be tasked to work with the GO Team to address this problem.

The RPM will review the application to ensure that the State has (a) described the technical problem in sufficient detail that NHTSA can identify the most appropriate subject matter experts, and (b) requested assistance is within the scope of NHTSA's traffic records purview.

The NHTSA Traffic Records (TR) Team will review the request and identify up to three subject matter experts as the GO Team to address the State's request. The NHTSA TR Team will then host a conference call with the State applicant, the GO Team members, and the RPM to discuss the State's request.

Following this initial conference call, the GO Team will contact the designated representative to gather more information to diagnose the State's problem and recommend a course of action. Approximately one week after the initial conference call, NHTSA's TR Team will host a second teleconference where the GO Team will present their work plan, proposed schedule of activities, milestones, and deliverables to the State representatives, NHTSA's TR Team and RPM.

Nevada Traffic Records Coordinating Committee (TRCC)

2014-2016 STRATEGIC PLAN (Voted on at October 2014 TRCC Meeting)

1. Design interface standards between Las Vegas Metropolitan and Henderson Police Departments and NCATS repository to provide linkage for automated push of crash data to NCATS repository to improve timeliness and integration of crash data.
2. Develop and implement department-wide roadway data system at NDOT to improve completeness of data.
3. Design interface standards between DMV and NCATS repository to provide linkage to driver, vehicle and financial responsibility data for DMV records to improve integration of crash data
4. Design interface standards between EMS and NCATS repository to provide linkage to pre-hospital injury data to improve integration and completeness of crash data.

Nevada Traffic Records Coordinating Committee (TRCC)

MEETING AGENDA
January 21, 2015
Regional Public Safety Training Center
5190 Spectrum Blvd
Reno, NV 89512

- | | |
|---|-----------------------------|
| Introductions | Kim Edwards |
| NCATS Modernization project update – Discussion | Kim Edwards/Ben West |
| <ol style="list-style-type: none">1. General update of Brazos contract (bi-weekly reports since last TRCC meeting attached)2. MSA Developer update3. NCATS name change to reflect statewide transition from “Accident” to “Crash” – Approved by NECTS at September 16, 2014 meeting. | |
| Traffic Records Assessment 2015 - Discussion | Ben West |
| <ol style="list-style-type: none">1. Kickoff meeting is today after lunch here at RPSTC2. State Traffic Records Assessment Program (STRAP) website opens for responding to questions on February 2nd. Some Module Leaders are already working on questions to “copy and paste” to the website when it opens. | |
| Federal Fiscal Year 2016 (FY16) grant application period | Ben West |
| <ol style="list-style-type: none">1. FY16 grant application period opened yesterday (01/20) and applications are due by 03/03/2015.2. Traffic Records money is available for any qualifying traffic records project, NOT JUST law enforcement agencies. If your agency has a project to improve timeliness, accuracy, completeness, integration or accessibility of data in ANY of the following areas, please apply!:<ol style="list-style-type: none">a. Crash Datab. Driver Datac. Vehicle Datad. Citation and Adjudication Datae. Injury Surveillance Data3. Particular areas of interest for OTS are TRCC Strategic Plan items (Strategic Plan attached)4. Go to http://egrants.nv.gov to apply | |

- | | |
|--|-----------------|
| GHSA State Crash Report to MMUCC mapping tool - Discussion | Ben West |
| <ol style="list-style-type: none">1. The Governors’ Highway Safety Association (GHSA) is working with NHTSA to help states map their state’s crash report to the 77 data elements collected on scene. A draft mapping process was developed along with a survey. 21 states responded and a session was held at the 2014 Traffic Records Forum (session slide show attached).2. GHSA has the resulting instructions and spreadsheet for mapping available at http://www.ghsa.org/html/issues/mmuccmappingdraft.html | |

Nevada Traffic Records Coordinating Committee (TRCC)

3. The next phase of the project is to develop mapping rules for the 33 data elements linked with other databases or derived from other MMUCC elements.

Brazos Technology Advisory Committee - Discussion

Kim Edwards

1. As the state continues forward with Brazos contract, amendments include changing bi-weekly project meetings to quarterly meetings in conjunction with TRCC meetings, when possible.
2. Development of a committee to present “wish list” feature ideas and formal enhancement requests is proposed.

TRCC Meeting Schedule

Kim Edwards

1. Next meeting scheduled for April 22, 2015 in Northern Nevada
2. Set tentative January 20, 2016 meeting date

Round Table

Kim Edwards

Adjourn

Kim Edwards



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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

January 5, 2015

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement. We have been testing this internally and have noted some additional items we need to put in place.
- Brazos has received an initial response to the timeline proposal that was provided to the State regarding the remaining contractual requirements. We have several items to schedule with various personnel from the State.

SCHEDULE STATUS:

- Brazos is building the configuration for the Esmeralda County Sheriff's Office. Tentative implementation dates are set for February 2015.
- Brazos is working to complete the remaining geo-location requirements. Brazos has also completed work on the redaction process and is tentatively planning to release this to agency testers within the next two weeks.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed the work on several service ticket items.
- Brazos completed the initial design for the redaction process and has been testing this internally.
- Brazos has put the servers in place at NLETS to work with the JLink/CJIS inquiries.

RECENTLY RECEIVED SERVICE TICKETS:

- 71680 – Brazos received a request from North Las Vegas to make some adjustments to the laptop configuration that they are testing.
- 71648 – Brazos received information from the Odyssey CMS Project Manager that citations had not been received at Reno Justice Court through the interface over an extended period. This was corrected right away.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working to complete the internal testing on geo-location and the redaction process.
- Brazos will be working to complete the configuration build for the Esmeralda County Sheriff's Office.
- Brazos will be working to complete the laptop configuration adjustments for North Las Vegas.

OVERALL PROJECT ITEMS TO COMPLETE:

- Geo-Location – Internal testing continues.
- Data Conversion – Working with the State to identify agencies to involve in this process.
- Canned Reports – Working with the State to identify the direction to take for these.
- NCATS Interface – This is pending the State's ability to receive the data via automated process.
- JLink Queries – Brazos has requested a POC from the State to coordinate this effort.
- Redaction Process – Internal testing continues.

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Nevada Deliverable Summary

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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

November 10, 2014

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement and accurately mapping intersection-offset collisions. This has been delayed somewhat but we are looking at trying to release this to testers this week. I will update everyone when this is actually released.
- Brazos has conducted some on-going discussions regarding the remaining items that need to be addressed with regard to the contract.

SCHEDULE STATUS:

- Based upon the items that are remaining to be completed, we are not currently working under a deployment cycle as in the past. There are service tickets that are being addressed as needed and priorities set for the larger contractually required items. Geo-Location is the first item scheduled to be completed during this phase.
- Brazos is continuing to work on Esmeralda County Sheriff's Office and is beginning to work on scheduling the implementation dates.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed the work on several service ticket items.
- Brazos completed the work to correct problems for Las Vegas Muni Court from the Clark Co. School Police.

RECENTLY RECEIVED SERVICE TICKETS:

- 69692 – Brazos just received a report about a North Las Vegas PD recently completing a crash report that the PDF isn't viewable. This is being addressed.
- 69696 – Brazos received a report from NHP that IR80 isn't viewable as a street on the website. The street names are only displaying as Connectors or off-ramps/on-ramps. This is being looked into.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working to finalize the Release to Testers phase for Geo-Location.
- Brazos will be finalizing the gathering of documentation from Esmeralda County so we can plan out their implementation.
- Brazos intends to finalize the Training Manuals within the next two weeks and will be sending those out to agency points of contact. This has been slightly delayed due to other requirements and commitments.

OVERALL PROJECT ITEMS TO COMPLETE:

- Geo-Location
- Data Conversion
- Canned Reports
- NCATS Interface
- JLink Queries
- Training Manuals.

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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

November 24, 2014

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement. We are currently testing this internally and will be looking at deploying this to Agency Testers the week of December 1, 2014.
- Brazos will be conducting an internal call to place the remaining contractual items into the Production Calendar. Once the target dates have been set for these additional items, the Nevada Team will be notified.
- Brazos has reached out to Jason Gowens at DPS regarding the JLink queries. We are awaiting a response as to the specific requirements Brazos will need to meet in order to implement this and begin testing it.

SCHEDULE STATUS:

- Brazos is continuing to work on Esmeralda County Sheriff's Office's implementation. No dates have been selected yet but this is being targeted for some time in February 2015.
- Brazos is currently addressing the few service tickets we have received over the last month.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed the work on several service ticket items.
- Brazos completed work on the Geo-Location process so that is set up now for internal testing.

RECENTLY RECEIVED SERVICE TICKETS:

- 69928 – Brazos received a report from North Las Vegas PD that items are not loading into an Accident from a Citation as intended.
- 69927 – Brazos received a report about a citation that failed to go through the Court Export properly. It appears to be related to approving the citation and then making a change to the citation, not requiring a change letter.
- 69696 – Brazos received a report about a street that is missing from the NHP Street Package. Street updates have to be coordinated with NDOT in order to ensure the Shape File is properly updated. This is being addressed.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be internally testing the Geo-Location/Geo-Validation for accidents and will be working to deploy this to Agency Testers.
- Brazos will be finalizing the timeline for the Esmeralda County Sheriff's Office implementation.
- Brazos will finalize the Training Manuals within the next two weeks and will be sending those out to agency points of contact.

OVERALL PROJECT ITEMS TO COMPLETE:

- Geo-Location
- Data Conversion
- Canned Reports
- NCATS Interface
- JLink Queries
- Training Manuals.

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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

December 8, 2014

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement. We are currently testing this internally and have noted some additional items we need to put in place.
- Brazos has provided the State with a timeline for the remaining contractual items that need to be completed. Brazos is awaiting a response from the State for each of the targeted deadlines.

SCHEDULE STATUS:

- Brazos is continuing to work on Esmeralda County Sheriff's Office's implementation. No dates have been selected yet but this is being targeted for some time in February 2015.
- Brazos is working to complete the remaining geo-location adjustments over this next two weeks.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed the work on several service ticket items.

RECENTLY RECEIVED SERVICE TICKETS:

- 70302 – Brazos received a report that not all of the latest NV Accident Codes are up to date. This will be adjusted to meet the latest code list Brazos was provided.
- 70539 – Brazos received a request to look at a possible adjustment to the Accident Edit/Entry Screen on the website to allow for scrolling through the list of streets that are viewable in the drop down. The drop down only shows the top 20 options at this time.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be continuing the internal testing the Geo-Location/Geo-Validation for accidents and will be working to deploy this to Agency Testers.
- Brazos is waiting for some final items from Esmeralda Co. Sheriff's Office in order to begin building their configuration.
- Brazos has completed the first draft of the training manuals. These are currently being proofed for errors and to ensure they are as detailed as requested.

OVERALL PROJECT ITEMS TO COMPLETE:

- Geo-Location
- Data Conversion
- Canned Reports
- NCATS Interface
- JLink Queries
- Training Manuals
- Redaction Process

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Proposed Nevada Assessment Schedule

Proposed Schedule: Nevada TRA							Holiday	
	S	M	T	W	T	F	S	
January (1)	28	29	30	31	1	2	3	
	4	5	6	7	8	9	10	
	11	12	13	14	15	16	17	
	18	19	20	21	22	23	24	STRAP Training Webinar (TBD)
	25	26	27	28	29	30	31	Kickoff Meeting (January 21)
February (2)	1	2	3	4	5	6	7	Round 1: Data Collection
	8	9	10	11	12	13	14	Round 1: Analysis
	15	16	17	18	19	20	21	Round 2: Data Collection
	22	23	24	25	26	27	28	Round 2: Analysis
March (3)	1	2	3	4	5	6	7	Round 3: Final Data Collection
	8	9	10	11	12	13	14	Round 3: Final Analysis
	15	16	17	18	19	20	21	Facilitator's Round
	22	23	24	25	26	27	28	Deliver Final Report
April (4)	29	30	31	1	2	3	4	
	5	6	7	8	9	10	11	
	12	13	14	15	16	17	18	
	19	20	21	22	23	24	25	
May (5)	26	27	28	29	30	1	2	
	3	4	5	6	7	8	9	
	10	11	12	13	14	15	16	
	17	18	19	20	21	22	23	
	24	25	26	27	28	29	30	Report Out (TBD)

Nevada Traffic Records Coordinating Committee (TRCC)

2013-2014 STRATEGIC PLAN (Approved at May 2013 TRCC Meeting)

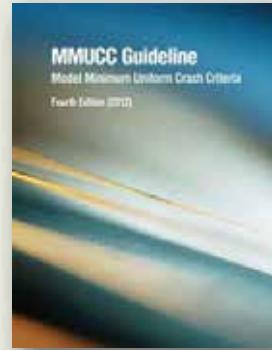
1. Establish inter-agency agreement on crash data custodial responsibilities to improve integration and completeness of crash data.
2. Design interface standards between Las Vegas Metropolitan Police Department and Henderson Police Department and NCATS repository to provide linkage for automated push of crash data to NCATS repository to improve timeliness and integration of crash data.
3. Develop and implement department-wide roadway data system at NDOT to improve completeness of data.
4. Design interface standards between DMV and NCATS repository to provide linkage to driver, vehicle and financial responsibility data for DMV records to improve integration of crash data
5. Design interface standards between EMS and NCATS repository to provide linkage to pre-hospital injury data to improve integration and completeness of crash data.
6. Review MMUCC standards and decide what data elements will be collected for Nevada crash records.



Mapping to MMUCC

2014 Traffic Records Forum

St. Louis, MO



The Problem

- ❑ The Model Minimum Uniform Crash Criteria (MMUCC) is a guideline that helps states to determine what data to collect at the crash scene and to put into their state database
- ❑ No guidance on how to implement MMUCC
- ❑ States have their own guidance
- ❑ As a result, states collect crash data differently which makes it hard to share data



One Solution: A New Tool for States

- ❑ GHSA has teamed up with NHTSA to address this problem
- ❑ It has created a draft voluntary process
- ❑ The process recognizes that while state data elements and attributes are different, they can be mapped to MMUCC
- ❑ Intent is to encourage and facilitate standardization



Why Standardize Data?

- ❑ Greater standardization of state PAR data will enable states to:
 1. Share data with other agencies in their state
 2. Compare their crash data with other states and
 3. Exchange crash data with federal data systems
- ❑ Federal government is moving toward greater standardization of its data (NIEM and MMUCC IEPD)



The Benefits of a New Process

- ❑ Establishes an approach and rules for mapping the **77 data elements and attributes collected at the scene** to corresponding ones in MMUCC
- ❑ This will help states:
 1. Determine how well they map to MMUCC
 2. Identify needed changes
 3. Prioritize changes for future PAR updates



Overview of the Process

- ❑ Gather information about source data elements and attributes on State PAR
- ❑ Gather information about target data on MMUCC
- ❑ Execute a thorough review
 - ❑ using Excel spreadsheets
 - ❑ based on MMUCC mapping rules



Overview of the Process

- ❑ Cutting, pasting and some interpretation may be necessary since most state PAR's don't correspond exactly to MMUCC
- ❑ Mapping state elements beyond MMUCC is not necessary: Mapping is complete when state PAR's map to the 77 MMUCC data elements and attributes collected at the scene
- ❑ Once the mapping is complete, score the state PAR using the scoring system



Source data

- ❑ PAR
- ❑ PAR overlay
- ❑ Instruction manual(s) including definitions of data elements and/or attributes



Overview of the Rules

- ❑ General Rules apply to the overall process
- ❑ Specific Rules apply to specific crash, person and vehicle data elements and attributes
- ❑ Examples are provided



General Rules

- ❑ Exclude state data items limited to specific crash types
- ❑ Names of elements or attributes need not match
- ❑ The number of state data element subfields must map to the same number of data element subfields in MMUCC
- ❑ A state data element attribute can't be mapped to attributes of more than one MMUCC element except under two very limited circumstances



General Rules

- ❑ A state attribute that is broad can't be mapped to a MMUCC attribute
- ❑ Two or more state elements can map to a single MMUCC element
- ❑ An open field on a state PAR can be mapped to MMUCC only if the state instruction manual clearly indicates intent



Specific Rules (Examples)

- ❑ C9: Manner of Collision Impact:
 - ❑ Diagrams of collision type are acceptable if the state diagram represents the same collision type in Appendix F.
- ❑ V.9: Total Occupants in Motor Vehicle:
 - ❑ If a state PAR does not have a specific element equivalent to MMUCC but requires that all vehicle occupants be recorded on the PAR, then the state is considered compliant.
- ❑ P1. Name of Person Involved:
 - ❑ the State PAR must have a place to record the name of each person involved in the crash. A "Driver Name" field alone is insufficient. Name fields in separate sections of the PAR are acceptable



Mapping to MMUCC (Example)

Step I: Collect both target and source data

Data Target: MMUCC

C11. Weather Conditions
Definition: The prevailing atmospheric conditions that existed at the time of the crash.
Element Attributes:
Subfield 1: Weather Conditions
Clear Cloudy Fog, Smog, Smoke Rain Sleet or Hail Freezing Rain or Freezing Drizzle Snow Blowing Snow Severe Crosswinds Blowing Sand, Soil, Dirt Other Unknown
Subfield 2: Weather Conditions <i>See attributes in Subfield 1</i>

Data Source: PAR

Weather Condition	C2
1. No Adverse Condition (Clear/Cloudy)	
3. Fog	
4. Mist	
5. Rain	
6. Snow	
7. Sleet/Hail	
8. Smoke/Dust	
9. Other	
10. Blowing Sand, Soil, Dirt, or Snow	
11. Severe Crosswinds	

Mapping to MMUCC

Step 2 Arrange elements and attributes on spreadsheets

Target: MMUCC		Ability to Map	Source: PAR	
Element	Attribute		Element	Attribute
C11. Weather Conditions	1. Clear		C2. Weather Condition	(1) No Adverse Condition (Clear, Cloudy)
	2. Cloudy			(3) Fog
	3. Fog, Smog, Smoke			(4) Mist
	4. Rain			(5) Rain
	5. Sleet or Hail			(6) Snow
	6. Freezing Rain or Freezing Drizzle			(7) Sleet/Hail
	6. Snow			(8) Smoke/ Dust
	7. Blowing Snow			(9) Other
	8. Severe Crosswinds			(10) Blowing Sand, Soil, Dirt, or Snow
	9. Blowing Sand, Soil, Dirt			(11) Severe Crosswinds
	10. Other			
	11. Unknown			

Mapping to MMUCC

■ Step 3: Do comparison using MMUCC mapping rules

Target: MMUCC		Ability to Map	Source: PAR	
Element	Attribute		Element	Attribute
C11. Weather Conditions	1. Clear	No	C2. Weather Condition	(1) No Adverse Condition (Clear, Cloudy)
	2. Cloudy	No		(1) No Adverse Condition (Clear, Cloudy)
Subfield 1 --	3. Fog, Smog, Smoke	Yes		(3) Fog, (8) Smoke/ Dust
	4. Rain	Yes		(5) Rain
	5. Sleet or Hail	Yes		(7) Sleet/Hail
	6. Freezing Rain or Freezing Drizzle	No		n/a
	6. Snow	Yes		(6) Snow
	7. Blowing Snow	No		(10) Blowing Sand, Soil, Dirt, or Snow
	8. Severe Crosswinds	Yes		(11) Severe Crosswinds
	9. Blowing Sand, Soil, Dirt	No		(10) Blowing Sand, Soil, Dirt, or Snow
Subfield 2 – n/a	10. Other	Yes		(9) Other
	11. Unknown	No		n/a



Determine score

- Once completed, the MMUCC mapping exercise will yield a series of tables (one for each MMUCC Element)
- Each table can be scored according to the MMUCC Element Mapping Score
- Overall score can be determined according to the Overall MMUCC Mapping Score



MMUCC Element Mapping Score

For Each MMUCC Element:

$$\text{Element Mapping Score} = \frac{\text{Number of State PAR Attributes that Map to the MMUCC Element's attributes}}{\text{Total Number of MMUCC Attributes for Element (including all subfields)}} * 100$$



MMUCC Element Rating Scale

MMUCC Element Rating Scale	
MMUCC Element Mapping Score	Rating
100	Full
70 – 99	High
40 – 69	Moderate
1 - 39	Low
0	Missing



Overall PAR to MMUCC Mapping Score

Sum of all MMUCC Element Mapping Scores:

$$\begin{array}{l} \text{Overall} \\ \text{MMUCC} \\ \text{Mapping} \\ \text{Score} \end{array} = \frac{\text{(over 77 MMUCC Elements)}}{7700} * 100$$



Overall MMUCC Rating Score

Table 2
PAR to MMUCC Mapping Rating Scale

PAR to MMUCC Mapping Score	Rating
100	Full
70 – 99	High
40 – 69	Moderate
1 - 39	Low



Comments Received to Date

- ❑ Survey requested comment on 46 Items
- ❑ Comments received from 12 States so far
 - ❑ Mostly consensus on proposed process
 - ❑ Responses ranged from 0-14 disagreements
- ❑ We still want comments!



Comments Received to Date

- ❑ General Rule 1
 - ❑ Eliminate elements for certain crash types
 - ❑ Issue – FMCSA required CMV elements
- ❑ General – Open Text Fields
 - ❑ Issue is consistency and if in database
- ❑ C6. Crash Location
 - ❑ Issue is to permit multiple systems



Comments Received to Date

- ❑ A Similar Issue with Specific Rules on:
 - ❑ C9. Manner of Crash/Collision Impact
 - ❑ V13. Direction of Travel Before Crash
 - ❑ V19. Vehicle Damage
 - ❑ P7. Seating Position
- ❑ Several Elements with Open Text Fields
 - ❑ Match only if response is in database



Comments Received to Date

- ❑ Other Comments
 - ❑ C10. Source of Information
 - ❑ V16. Roadway Alignment and Grade
 - ❑ V19. Total Occupants in Motor Vehicle
 - ❑ V24. Towed Due to Disabling Damage
 - ❑ V27. GVWR / GCWR
 - ❑ P2. Date of Birth
 - ❑ P4. Person Type
 - ❑ P5. Injury Status
 - ❑ P11. Driver License Jurisdiction
 - ❑ P13. Speeding Related

Next Steps

- ❑ PAR to MMUCC Mapping
 - ❑ Revise process based on comments and this session
 - ❑ Develop MMUCC spreadsheets for state use
 - ❑ Have one last review
 - ❑ Issue as NHTSA document and advertise availability
 - ❑ Possibly hold implementation webinars
- ❑ Next Step – State Crash Database to MMUCC,
 - ❑ Will include the 33 MMUCC elements intended to be derived or through linkage to other databases
- ❑ Project completed by mid-April 2015



Discussion

- ❑ Questions, comments, reactions?
- ❑ New ideas, additions, deletions?



For more information

- John Siegler, NHTSA, john.siegler@dot.gov
- Jonathan Adkins, GHSA, jadkins@ghsa.org

CRASH DATA ELEMENTS

	Data Element	Percent Mappable
C1	Case Identifier	100.0%
C2	Crash Classification	100.0%
C3	Crash Date and Time	100.0%
C4	Crash County	100.0%
C5	Crash City/Place	100.0%
C6	Crash Location	100.0%
C7	First Harmful Event	90.0%
C8	Location of First Harmful Event Relative to the Trafficway	60.0%
C9	Manner of Crash/Collision Impact	77.8%
C10	Source of Information	50.0%
C11	Weather Conditions	100.0%
C12	Light Condition	100.0%
C13	Roadway Surface Condition	100.0%
C14	Contributing Circumstances, Environmental	100.0%
C15	Contributing Circumstances, Road	50.0%
C16	Relation to Junction	23.5%
C17	Type of Intersection	87.5%
C18	School-Bus-Related	0.0%
C19	Work Zone-Related (Construction/Maintenance/Utility)	10.5%

Crash Data Elements Derived From

Collected Data

CD1	Crash Severity	100.0%
CD2	Number of Motor Vehicles Involved	100.0%
CD3	Number of Motorists	100.0%
CD4	Number of Non-Motorists	100.0%
CD5	Number of Non-Fatal Injured Persons	100.0%
CD6	Number of Fatalities	100.0%
CD7	Alcohol Involvement	100.0%
CD8	Drug Involvement	100.0%
CD9	Day of Week	100.0%

Vehicle Data Elements

Target Data: MMUCC

	Data Element	Percent Mappable
V1	Motor Vehicle Identification Number (VIN)	100.0%
V2	Motor Vehicle Unit Type and Number	75.0%
V4	Motor Vehicle License Plate Number	100.0%
V5	Motor Vehicle Make	100.0%
V6	Motor Vehicle Model Year	100.0%
V7	Motor Vehicle Model	100.0%
V8	Motor Vehicle Body Type Category	78.9%
V9	Total Occupants in Motor Vehicle	100.0%
V10	Special Function of Motor Vehicle in Transport	45.5%
V11	Emergency Motor Vehicle Use	16.7%
V12	Motor Vehicle Posted/Statutory Speed Limit	33.3%
V13	Direction of Travel Before Crash	66.7%
V14	Trafficway Description	100.0%
V15	Total Lanes in Roadway	100.0%
V16	Roadway Alignment and Grade	87.5%
V17	Traffic Control Device Type	100.0%
V18	Motor Vehicle Manuaver/Action	93.3%
V19	Vehicle Damage	100.0%
V20	Sequence of Events	91.7%
V21	Vehicle	95.0%
V22	Bus Usc	16.7%
V23	Hit and Run	50.0%
V24	Towed Due to Disabling Damage	100.0%
V25	Contributing Circumstances, Motor Vehicle	48.4%
V26	Motor Carrier Identification	83.3%
V27	Gross Vehicle Weight Rating/Gross Combination Weight Rating	75.0%
V28	Vehicle Configuration	83.3%
V29	Cargo Body Type	76.5%
V30	Hazardous Materials (Cargo Only)	75.0%

Person Data Elements

Target Data: MMUCC	Data Element	Percent Mappable
P1	Name of Person Involved	100.0%
P2	Date of Birth	100.0%
P3	Gender	100.0%
P4	Person Type	100.0%
P5	Injury Status	100.0%
P6	Number	100.0%
P7	Seating Position	94.4%
P8	Restraint Systems/Motorcycle Helmet Use	100.0%
P9	Air Bag Deployed	100.0%
P10	Ejection	100.0%
P11	Driver License Jurisdiction	77.8%
P12	Driver License Number, Class, CDL and Endorsements**	94.4%
P13	Speeding Related	100.0%
P14	Driver Actions at Time of Crash	84.2%
P15	Violation Codes	100.0%
P16	Driver Distracted By	77.8%
P17	Condition at Time of the Crash	100.0%
P18	Law Enforcement Suspects Alcohol Use	100.0%
P19	Alcohol Test	45.5%
P20	Law Enforcement Suspects Drug Use	100.0%
P21	Drug Test	40.0%
P22	Non-Motorist Number	100.0%
P23	Non-Motorist Action/Circumstance Prior to Crash Non-Motorist	71.4%
P24	Actions/Circumstances at Time of Crash	100.0%
P25	Non-Motorist Location at Time of Crash	100.0%
P26	Non-Motorist Safety Equipment	87.5%
P27	Unit Number of Motor Vehicle Striking Non-Motorist	100.0%
P28	Transported to First Medical Facility By	77.8%
Person Data Elements Derived From Collected Data		
PD1	Age	100.0%
PL1	Driver License Restrictions	100.0%
PL2	Driver License Status	100.0%
PL3	Drug Test Result	0.0%
PL4	Injury Area	100.0%
PL5	Injury Diagnosis	100.0%
PL6	Injury Severity	100.0%

Roadway Data Elements

Target Data: MMUCC		Percent Mappable
Data Element		
RL1	Bridge/Structure Identification Number	100.0%
RL2	Roadway Curvature	75.0%
RL3	Grade	
RL4	Part of National Highway System	66.7%
RL5	Roadway Functional Class	93.3%
RL6	Annual Average Daily Traffic	100.0%
RL7	Widths of Lane(s) and Shoulder(s)	100.0%
RL8	Width of Median	100.0%
RL9	Access Control	100.0%
RL10	Railway Crossing ID	0.0%
RL11	Roadway Lighting	20.0%
RL12	Pavement Markings, Longitudinal	50.0%
RL13	Presence/Type of Bicycle Facility	30.0%
RL14	Traffic Control Type at Intersection	57.1%
RL15	Mainline Number of Lanes at Intersection	83.3%
RL16	Cross-Street Number of Lanes at Intersection	100.0%
RL17	Total Volume of Entering Vehicles	100.0%

Highway / Environment Factors							
<input type="checkbox"/> 1) None	<input type="checkbox"/> 2) Weather	<input type="checkbox"/> 3) Daylight	<input type="checkbox"/> 4) Glare	<input type="checkbox"/> 5) Other Hwy	<input type="checkbox"/> 6) Other Env	<input type="checkbox"/> 7) Shoulders	<input type="checkbox"/> 8) Road Obstruction
<input type="checkbox"/> 9) Worn Traffic Surface	<input type="checkbox"/> 10) Wet, Icy, Snow, Slush	<input type="checkbox"/> 11) Ruts Holes Bumps	<input type="checkbox"/> 12) Animal in Roadway	<input type="checkbox"/> 13) Unknown	<input type="checkbox"/> 14) Visual Obstruction(s)	<input type="checkbox"/> 15) Backup Prior Crash	<input type="checkbox"/> 16) Backup Non Recurring Incident
<input type="checkbox"/> 17) Backup Reg Congestn (construction/maintenance/utility)	<input type="checkbox"/> 18) Traffic Control Device Imperative, Missing, or Obscured	<input type="checkbox"/> 19) Non-Highway Work	<input type="checkbox"/> 20) Non-Junction	<input type="checkbox"/> 21) Intersection	<input type="checkbox"/> 22) Entrance/Exit Ramp	<input type="checkbox"/> 23) Crossover-Related	<input type="checkbox"/> 24) Driveway Access
<input type="checkbox"/> 25) Work Zone	<input type="checkbox"/> 26) Traffic Control Device	<input type="checkbox"/> 27) Non-Highway Work	<input type="checkbox"/> 28) Non-Junction	<input type="checkbox"/> 29) Intersection-Related	<input type="checkbox"/> 30) Entrance/Exit Ramp	<input type="checkbox"/> 31) Non-Highway Work	<input type="checkbox"/> 32) Non-Junction
<input type="checkbox"/> 33) Driveway Access-Related	<input type="checkbox"/> 34) Through Roadway	<input type="checkbox"/> 35) Accel/Decel Lane	<input type="checkbox"/> 36) Shared-Use Path or Trail	<input type="checkbox"/> 37) Railway Grade Crossing	<input type="checkbox"/> 38) Terminal Area	<input type="checkbox"/> 39) Transition Area	<input type="checkbox"/> 40) Activity Area
Type of Work Zone	Workers Present						
<input type="checkbox"/> 1) Lane Closure	<input type="checkbox"/> 2) Lane Shift/Crossover	<input type="checkbox"/> 3) Work on Shoulder or Median	<input type="checkbox"/> 4) Intermittent or Moving Work	<input type="checkbox"/> 5) Other	<input type="checkbox"/> Law Enforcement Present	<input type="checkbox"/> 1) No	<input type="checkbox"/> 2) Officer Present
<input type="checkbox"/> 3) LE Vehicle Only Present	<input type="checkbox"/> 4) Intersection	<input type="checkbox"/> 5) Driveway Access	Type of Work zone	<input type="checkbox"/> 1) Before the First Work Zone Warning Sign			
<input type="checkbox"/> 6) Work Zone	<input type="checkbox"/> 7) Work Zone	<input type="checkbox"/> 8) Work Zone	<input type="checkbox"/> 2) Advance Warning Area	<input type="checkbox"/> 3) Transition Area			
<input type="checkbox"/> 9) Work Zone	<input type="checkbox"/> 10) Work Zone	<input type="checkbox"/> 11) Work Zone	<input type="checkbox"/> 4) Activity Area	<input type="checkbox"/> 5) Terminal Area	<input type="checkbox"/> 1) Owner Notified		
First Harmful Event							
Code #:	Description:						
Property Damage to Other than Vehicle							
Describe Property Damage:							
Owners Name:							
Owners Address:	(Street Address: City, State Zip)						
Owners Phone #:							

Crash Type

- 1 change
- Rear to Side
- leaving Head on, Rear End & Sideswipe as is

Weather Conditions

- Couple of changes
- Adding Blowing Snow
- Removing Snow from Blowing Sand, Soil, Dirt

Roadway Conditions

- Sand separated out
- Oil Separated out

Highway Roadway / Environmental Factor

- Adding Visual Obstruction
- along with 17 others
- Loosing Work Zone Active & Inactive
- Replacing with:
- Work Zone (construction/maintenance/utility)**
- Separate Work Zone attributes
- 4 Sub fields
- Will require database changes 4 columns

Lighting conditions

- 2 data elements removed
- 4 added
- defining in more detail dark lighting conditions

Intersection

- L is being added to the Intersection type
- New data elements being added
- Relation to Junction
- Pick list with 3 new attributes
- Will require database changes 1 column

Location of First Event

- 3 Attributes to be added
- Separator
- In Parking Lane or Zone
- Outside Right-of-Way (trafficway)

NM location prior to crash

- adding:
- Bike Lane

NM Actions

- Waiting to Cross Rdwy
- Need Going to School K-12
- Either Y/N check Box
- MMUCC suggesting Yes/No/Unknown
- would require database change 1 column

NM Factors

- suggesting
- Improper Turn/Merge
- Improper Passing

Alcohol/Drug

- Method of Testing
- adding Refused

Restraints Helmet use

- Adding
- Unknown DOT compliant

School Bus

- New attributes to be collected
 - School Bus
 - Directly or Indirectly Related
- would require database change 1 column

NEW DATA Bus Use

- Not-a-Bus can be derived
- School
- Transit/Commuter
- Intercity
- Charter/Tour
- Shuttle

NEW DATA Special Function of Motor Vehicle in Transport

- No Special Function if required data element then "NO" would be appropriate.
 - Taxi
 - Vehicle Used as School Bus
 - Vehicle Used as Other Bus
 - Military
 - Police
 - Ambulance
 - Fire Truck
 - Non-Transport Emergency Services Vehicle
 - Incident Response
 - Unknown
- would require database change 1 column

NEW DATA Emergency Motor Vehicle

- Not applicable
 - Non-Emergency, Non-Transport
 - Non-Emergency Transport
 - Emergency Operation, Emergency Warning Equipment Not in Use
 - Emergency Operation, Emergency Warning Equipment In Use
 - Unknown
- would require database change 1 column
or capture in the field currently available
Change check box to list select.

Vehicle Action

- Adding new attribute to pick list
- Negotiating a Curve

Sequence of Events

- Adding new attributes to pick list
 - Downhill Runaway
 - Reentering Roadway
 - Other non motorist
 - Cross Median
 - Cross Centerline
- removing Cross Median / Centerline

Narratives

- No longer on 2 pages
- page 1 real estate used up with Rdwy/Enviro Factors

Age	Age COUNT
-7818	1
-7617	1
-7187	1
-7170	1
-4084	1
-4008	1
-975	1
-958	1
-109	1
-108	1
-96	1
-95	1
-91	1
-88	1
-86	1
-66	2
-62	1
-49	2
-47	1
-36	5
-35	15
-34	18
-33	8
-32	8
-31	7
-30	10
-29	8
-28	7
-27	6
-26	7
-25	4
-24	7
-23	4
-22	3
-21	2
-20	1
-19	2
Age	Age COUNT
-18	4
-17	4
-16	1
-15	10
-14	10
-13	13
-12	11
-11	4
-10	1
-9	10
-8	1
-7	2
-6	1
-5	3
-4	4
-3	1
-2	575
-1	2239
0	3417
1	1901
2	2295
3	2292
4	2303
5	2194
6	2160
7	1975
8	1955
9	1880
10	1864
11	1939
12	1987
13	1964
14	2268
15	2577
16	4500
17	6230
18	8882
Age	Age COUNT
19	9037
20	9218
21	9743
22	9387
23	8841
24	8256
25	7842
26	7575
27	7394
28	7148
29	6927
30	6690
31	6646
32	6379
33	6112
34	5945
35	5739
36	5622
37	5343
38	5400
39	5302
40	5265
41	5397
42	5354
43	5362
44	5121
45	4968
46	4842
47	4773
48	4711
49	4719
50	4647
51	4520
52	4251
53	4134
54	4052
55	4020
Age	Age COUNT
56	3682
57	3604
58	3446
59	3204
60	3127
61	2948
62	2769
63	2664
64	2536
65	2506
66	2382
67	1987
68	1847
69	1747
70	1606
71	1441
72	1353
73	1241
74	1112
75	1007
76	933
77	855
78	777
79	695
80	613
81	559
82	512
83	439
84	392
85	320
86	306
87	236
88	187
89	142
90	104
91	63
92	69

2012 to present

BRAZOS VALIDATION REQUESTS

Logical edits are needed to upgrade data quality

These edits should occur during the validation process in child table or upon submit to supervisor

Crash Type (Manner of Crash)

1 Vehicle involved is NON COLLISION ONLY

Fixed object, Non motorists for example

Head on can only be 2 VEHICLES

Driver Age

WARNING

For Driver Age, highlight the DOB field with pop up message

if age is 14 or younger

if age is 86 or older

I would think this could take place during data entry if not submit validation

Time of Day vs Lighting Conditions

DARK cannot be between

7a-6p

DAYLIGHT cannot be between

8p-6a

Dusk is PM

Dawn is AM

I would think this could take place during data entry

Intersection

Intersection Type needs to be a mandatory field

when Intersection check box is true currently it is not required to select the intersection type.

2016 TS Applications to review & score

Organization	Name	
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00014	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00015	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00016	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00021	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00036	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00037	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00038	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00039	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00047	✓
Board of Regents, Nevada System of Higher Education, obo UNLV	TS-2016-UNLV-00060	✓
Board of Regents, Nevada System of Higher Education, obo UNR	TS-2016-UNR-00035	✓
Board of Regents, Nevada System of Higher Education, obo UNR	TS-2016-UNR-00040	✓
Board of Regents, Nevada System of Higher Education, obo UNR	TS-2016-UNR-00043	✓
Board of Regents, Nevada System of Higher Education, obo UNR	TS-2016-UNR-00044	✓
Board of Regents, Nevada System of Higher Education, obo UNSOM (School of Medicine)	TS-2016-UNR UNSOM-00067	✓
CARE Coalition	TS-2016-CARE-00096	✓
Carson City District Court	TS-2016-CC District Court-00023	✓
Central Lyon Co. Fire Protection District	TS-2016-CLC Fire Prot-00033	✓
Clark County Safe Kids	TS-2016-Trauma services-00118	✓
Douglas County Alternative Sentencing	TS-2016-DAS DUI Diversion-00027	✓
DPS - Nevada Highway Patrol	TS-2016-DPS NHP-00034	✓
DPS - Nevada Highway Patrol	TS-2016-DPS NHP-00050	✓
DPS - Nevada Highway Patrol	TS-2016-DPS NHP-00117	✓
East Valley Family Services	TS-2016-EV Fam-00051	✓
Eureka County Sheriff's Office	TS-2016-EuCSO-00028	✓
Frontier Community Coalition	TS-2016-Frontier Comm-00007	✓
Humboldt General Hospital	TS-2016-HGhosp-00042	✓
Humboldt General Hospital	TS-2016-HGhosp-00069	✓

2016 TS Applications to review & score

Las Vegas Justice Courts	TS-2016-LVJC-00009	✓	DUI court Program
Las Vegas Metropolitan Police Department	TS-2016-LVMPD-00004	✓	DUI Van
Mesquite Police Department	TS-2016-MPD-00102	✓	moving Radar Request
North Lake Tahoe Fire Protection District	TS-2016-No LT Fire-00024	✓	Hydraulic Rescue Pump
North Las Vegas Police Department	TS-2016-NLVPD-00059	✓	Ped Safety program
North Lyon County Fire Protection District	TS-2016-N.LyonFire-00073	✓	TRAINING + Equipment for Hwy Safety
Nye Communities Coalition	TS-2016-Nye Comm-00017	✓	CPS Program
Nye Communities Coalition	TS-2016-Nye Comm-00097	✓	Impaired Driving Program
Reno Police Department	TS-2016-RPD-00068	✓	Laser Equipment
Reno Police Department	TS-2016-RPD-00070	✓	Ped Safety Program
Storey County Sheriff's Office	TS-2016-StCSO-00101	✓	Laser Equipment
The Payne Foundation, Inc	TS-2016-Drivers Edge-00075	✓	Driver's Edge
Washoe County Second Judicial District Court	TS-2016-WC 2nd Jud Ct-00058	✓	DUI Court
Washoe County Sheriff's Office	TS-2016-WCSO-00105	✓	New Tablets Equipment

RWFRC - ✓ CPS Program

39 - StCSO - ✓ Lifeloc PBT Testers

106 - DPS OTS - ✓ CPS Training

* LFD - 2015 - Henderson - Lifeloc PBT Testers
 - 36e

Nevada Traffic Records Coordinating Committee (TRCC)

MEETING AGENDA
April 22, 2015
Sparks Police Department
1701 Prater Way
Sparks, NV

Introductions

Kim Edwards

NCATS Modernization project update – Discussion

Kim Edwards/Ben West

1. General update of Brazos contract (bi-weekly reports since last TRCC meeting attached)
2. MSA Developer update

Traffic Records Assessment 2015 - Discussion

Ben West

1. Final Data Collection phase closed last Friday (4/17).
2. THANK YOU to all of the module leaders and respondents!
3. Food for thought based on 1st & 2nd round feedback from assessors
4. Assessors working through May 4th on final report. Report out webinar will be on May 12th from 10:30am-12:00pm via webinar. Physical locations available in Carson City and Las Vegas (TBA) if you don't want to log in to webinar. E-mail invite will be coming.

Federal Fiscal Year 2016 (FY16) grant application period

Ben West

1. FY16 grant application period is closed and applications are being reviewed. Should hear about approved projects by the end of May.
2. Review of TR project applications received
3. Traffic Records money is available for **any** qualifying traffic records project, NOT JUST law enforcement agencies. If your agency has a project to improve timeliness, accuracy, completeness, integration or accessibility of data in **ANY** of the following areas, please contact Ben West:
 - a. Crash Data
 - b. Driver Data
 - c. Vehicle Data
 - d. Citation and Adjudication Data
 - e. Injury Surveillance Data

TRCC Vice-chair election next meeting

Kim Edwards

1. TRCC vice-chair is elected on odd-number years. Please think about volunteering/nominating before July meeting

Nevada Traffic Records Coordinating Committee (TRCC)

Traffic Records Coordinator position

Ben West

1. Traffic Records Coordinator is currently Ben West. Ben reassigned to Impaired Driving Program Manager in February 2015. Traffic Records Coordinator position is tentatively going to be filled by a non-employee contractor.
2. OTS is currently working on Scope of Work for contract position. Any suggestions/feedback for TR Coordinator search is sought.

TRCC Meeting Schedule

Kim Edwards

1. Next meeting scheduled for July 30, 2015 in Northern Nevada
2. Set tentative April 20, 2016 meeting date

Round Table

Kim Edwards

Adjourn

Kim Edwards

Nevada Traffic Records Coordinating Committee (TRCC)

MEETING NOTES

January 21, 2015 8:30am-11:30am
Regional Public Safety Training Center
5190 Spectrum Blvd
Reno, NV 89512

Members in attendance:

Kim Edwards – NDOT (TRCC Chair)
John Tony – NLVPD (TRCC Vice-chair)
Ben West – OTS (Traffic Records Coordinator)
Ben Coffindaffer – Washoe County SO
Burdel Welsh – West Wendover PD
Charlie Powell – NHP
Chris Wright – NDOT
Guy Cooper – Reno PD
Jamie Borino – NV EMS
John Gayer – Henderson PD
Julie Gallagher – OTS/FARS
Karl Nieberlein – Sparks PD

Laura Snyder – AOC
Marlene Cleveland – Sparks PD
Matt Banes – NDOT
Nadia Fulkerson – University of Nevada School of Medicine
Rebecca Kapuler – RTC Washoe
Robert Haigney – NHP
Ron Ginocchio – Douglas County SO
Ron Skibinski – Douglas County SO
Ted Mondragon – Las Vegas Metro PD
Vern Ulrich – Fallon PD

Non-members:

Timothy Kerns, Assessment Facilitator – TSASS/NHTSA

- Meeting called to order by Chair Kim Edwards at 8:30am
- Ben West provided brief update on NCATS Modernization Project. Agency implementations are smooth. Still working on remaining system wide issues of NCJIS queries on handhelds, geolocation of crashes and data conversion of former crossroads agencies.
- Kim Edwards updated the TRCC on Master Service Agreement (MSA) developer for NCATS Modernization needs outside of data collection software contract with Brazos Technology. Working on improving pushing/pulling data from DPS NCATS to NDOT NCATS, including doing incremental updates to the NDOT database. Recently been working on getting Henderson PD data to NCATS through automated process. Making good progress.
- Group discussed changing NCATS name to reflect state's move from "accident" to "crash." Group decided to take no action at this time.
- Ben West gave brief reminder of Traffic Records Assessment beginning on February 3, 2015. Assessment kickoff/training follows this TRCC meeting, so details were kept to a minimum.

Nevada Traffic Records Coordinating Committee (TRCC)

MEETING NOTES

January 21, 2015 8:30am-11:30am
Regional Public Safety Training Center
5190 Spectrum Blvd
Reno, NV 89512

- Ben West announced FFY2016 grant application period has opened at <http://egrants.nv.gov>. Emphasized TR money has available for any qualifying traffic records project, not just law enforcement. If project improves timeliness, accuracy, completeness, uniformity, integration or accessibility of crash data in the areas of crash, driver, vehicle, citation & adjudication or injury surveillance, please apply!
- Kim Edwards updated group on work being done with MMUCC mapping tool from GHSA
- Kim Edwards proposed developing a Brazos Technology users' group for LEA's, courts and other users to gather information as the contract enters a "maintenance" stage starting in 2015.
- The next meeting is scheduled for April 22, 2015 in Reno/Sparks. The meetings for the next 12 months are as follows:
 - July 30, 2015 – Reno/Sparks
 - October 14, 2015 – Las Vegas
 - January 20, 2016 – Las Vegas
- Meeting adjourned at 11:30am



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**NCATS MODERNIZATION PROJECT RFP #1818
BI-WEEKLY STATUS REPORT
February 2, 2015**

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement. We have received an updated Shape File from Nevada that we will be working to load for the street packages.
- Brazos is working to complete the quote for Nevada to have access to the IBM Cognos reporting server as well as the maintenance costs for the pending contract extension.

SCHEDULE STATUS:

- Brazos is conducting the agency review of the citation configuration with Esmeralda County Sheriff's Office on February 3, 2015. Scheduled implementation dates are February 11 & 12, 2015.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed work on several items related to the laptop/tablet configuration for the Nevada Highway Patrol.

RECENTLY RECEIVED SERVICE TICKETS:

- 73407 – Brazos created a service ticket to address the completion of the Bluetooth Beaming for the Tablets and handhelds.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working on implementing the new Shape File for Geo-Validation.
- Brazos will be on-site, training the Esmeralda County Sheriff's Office.

OVERALL PROJECT ITEMS TO COMPLETE:

- Geo-Location – Internal testing continues. New Shape File received.
- Data Conversion – Brazos is working with the State to finalize the list of agencies seeking data conversion.
- Canned Reports – Working with the State on the IBM Cognos option.
- NCATS Interface – The planned method for this has been identified. Brazos is waiting for the ability to test this.
- JLink Queries – Brazos and the State continue to work on gathering the needed information for this item.
- Redaction Process – This will be released to agency testers within the next two weeks.

Proprietary Information

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Nevada Deliverable Summary

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NCATS MODERNIZATION PROJECT RFP #1818
BI-WEEKLY STATUS REPORT
February 23, 2015

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement. We have received an updated Shape File from Nevada that we will be working to load for the street packages.
- Brazos is working to complete the quote for Nevada to have access to the IBM Cognos reporting server as well as the maintenance costs for the pending contract extension.

SCHEDULE STATUS:

- Brazos is working on the development of Beaming using the Lap Top Configuration.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos completed the agency implementation for the Esmeralda County Sheriff's Office.

RECENTLY RECEIVED SERVICE TICKETS:

- 74795 – Brazos created a service ticket to look into a citation issue for NHP.
- 74789 – Brazos created a service ticket to make an adjustment to the Citation PDF for North Las Vegas PD.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working on implementing the new Shape File for Geo-Validation and testing this internally.
- Brazos will be working to outline the schedule for beginning the data conversion for the agencies that have requested this.

OVERALL PROJECT ITEMS TO COMPLETE:

- Geo-Location – No status change.
- Data Conversion – Brazos is working with the State to finalize the list of agencies seeking data conversion.
- Canned Reports – Working with the State on the IBM Cognos option.
- NCATS Interface – The planned method for this has been identified. Brazos is waiting for the ability to test this.
- JLink Queries – Brazos and the State are currently on-hold with this as the State Resources needed to implement are not available.
- Redaction Process – This will be working to get this released within the next two weeks if possible.

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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

March 10, 2015

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement. We have received an updated Shape File from Nevada that we will be working to load for the street packages.
- Brazos is working to complete the quote for Nevada to have access to the IBM Cognos reporting server as well as the maintenance costs for the pending contract extension. These are going to be included in the overall quote for the next contract.

SCHEDULE STATUS:

- Brazos is working on the Beaming using the Lap Top Configuration to handhelds and vise-versa. This is currently in Development to deploy as early as possible.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos has deployed several items related to the overall project that are in testing. We have started the process to implement the Mineral County Sheriff's Office and the Las Vegas Metropolitan Police Department.

RECENTLY RECEIVED SERVICE TICKETS:

- No new service tickets have been received during the past two weeks.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working on the initial steps for the data conversion process. We have identified the agency to begin the process with and will be working with Ben West to start this.
- Brazos will be working with LVMPD to gather initial information for the scheduled kick-off meeting to be held on March 26, 2015.

OVERALL PROJECT ITEMS TO COMPLETE:

- Geo-Location – No status change.
- Data Conversion – No status change.
- Canned Reports – No status change.
- NCATS Interface – No status change.
- JLink Queries – Brazos and the State are going to be moving forward on this process with LVMPD and NLVPD. Some of the necessary items are in place to aid in the process.
- Redaction Process – There are a couple of items to finalize on this during testing. We intend to request agency assistance in testing by April 6, 2015.

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NCATS MODERNIZATION PROJECT RFP #1818

BI-WEEKLY STATUS REPORT

March 23, 2015

PROJECT STATUS SUMMARY:

- Brazos continues to work on the geo-location requirement. We have received an updated Shape File from Nevada that we will be working to load for the street packages.
- Brazos is working to complete the quote for Nevada to have access to the IBM Cognos reporting server as well as the maintenance costs for the pending contract extension. These are going to be included in the overall quote for the next contract.

SCHEDULE STATUS:

- Brazos is working on the Beaming using the Lap Top Configuration to handhelds and vice-versa. This is currently in Development to deploy as early as possible.

KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- Brazos has received the initial agency information from the Mineral County Sheriff's Office to begin the implementation process.

RECENTLY RECEIVED SERVICE TICKETS:

- 75876 – Support received a report from North Las Vegas Municipal Court that 2 citations failed to go through the court interface properly. This is being handled by the Support Team.

UPCOMING TASKS FOR NEXT TWO WEEKS:

- Brazos will be working on the initial steps for the data conversion process. We have identified the agency to begin the process with and will be working with Ben West to start this.
- Brazos will be working with LVMPD to gather initial information for the scheduled kick-off meeting to be held on March 26, 2015.

OVERALL PROJECT ITEMS TO COMPLETE:

- Geo-Location – No status change.
- Data Conversion – No status change.
- Canned Reports – No status change.
- NCATS Interface – No status change.
- JLink Queries – Brazos and the State are going to be moving forward on this process with LVMPD and NLVPD. Some of the necessary items are in place to aid in the process.
- Redaction Process – There are a couple of items to finalize on this during testing. We intend to request agency assistance in testing by April 6, 2015.

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Nevada Traffic Records Coordinating Committee (TRCC)

TENTATIVE MEETING SCHEDULE

TRCC meeting dates are tentatively set out for one year from last meeting as regular part of agenda:

July 29, 2015 – Reno/Sparks

October 14, 2015 – Las Vegas

January 20, 2016 – Las Vegas

April 20, 2016 – Reno/Sparks

Agency	Member	Title	Function	Contact #	E-mail	Last Meeting
Washoe County SO	Ben Coffindaffer	Deputy Traffic Records Program Manager	Law Enforcement/Crash/Citation	775-240-5296	lcoffindaffer@washoecounty.us	April-15
OTS	Ben West	Lieutenant	Highway Safety/TRCC/Strategic Planning for TR Systems	775-634-7478	bwest@dot.state.nv.us	April-15
Henderson PD	Brandon Brooks	Chief	Law Enforcement/Crash/Citation	702-267-4592	brandon.brooks@cityofhenderson.com	April-15
West Wendover PD	Burdell Welsh	Lieutenant	Law Enforcement/Crash/Citation	(775) 663-1810	bwelsh@westwendovercity.com	April-15
NHP	Charles Powell	Highway Safety Coordinator	Law Enforcement/Crash/Citation	775-684-7394	cpowell@dot.state.nv.us	April-15
NDOT	Chris Wright	EMS Program Manager	EMSPublic Health/Injury Surveillance	775-888-7196	cwright@dot.state.nv.us	April-15
Washoe County Health District	Christina Conti	Transportation Analyst	Highway Safety/Crash/Roadway	775-326-6042	cconti@washoecounty.us	April-15
NDOT	Jason Gonzales	Sergeant	Law Enforcement/Crash/Citation	775-354-8446	jgonzales@dot.state.nv.us	April-15
Henderson PD	John Gayer	Trooper	Law Enforcement/Crash/Citation	702-267-4547	jgayer@cityofhenderson.com	April-15
NHP	John Jesse	Safety Engineer	Highway Safety/Crash/Roadway	775-684-7395	jjesse@dot.state.nv.us	April-15
FHWA	Juan Balbuena	FAIR Analyst	Highway Safety/Crash/Roadway	(775) 684-7473	juan.balbuena@dot.gov	April-15
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RTC Washoe County	Phil Condon	Planner	Highway Infrastructure/Roadway/Strategic Planning	(775) 332-0174	rkapuler@rtcwashoe.com	April-15
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NDOT	Roy Baughman	Transportation Analyst	Highway Safety/Crash/Roadway	775-888-7344	sfischer@dot.state.nv.us	April-15
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EMS	Jamie Borino	EMS Representative	EMSPublic Health/Injury Surveillance	775-687-7578	lborino@health.nv.gov	January-15
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Douglas SO	Ron Skibinski	Deputy	Law Enforcement/Crash/Citation			

Nevada Traffic Records Coordinating Committee (TRCC)

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

1. Design interface standards between Las Vegas Metropolitan and Henderson Police Departments and NCATS repository to provide linkage for automated push of crash data to NCATS repository to improve timeliness and integration of crash data.
2. Develop and implement department-wide roadway data system at NDOT to improve completeness of data.
3. Design interface standards between DMV and NCATS repository to provide linkage to driver, vehicle and financial responsibility data for DMV records to improve integration of crash data
4. Design interface standards between EMS and NCATS repository to provide linkage to pre-hospital injury data to improve integration and completeness of crash data.

Exhibit 5

TR-NV-16

Section 405(c) Progress Report

State: Nevada Report Date: 06 / 16 / 2015 Submitted by: Benjamin West
Regional Reviewer:

System to be Impacted	Citation / Adjudication
Performance Area(s) to be Impacted	Completeness
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure</p> <p>Electronic Citation Data Upload to Administrative Office of the Courts (AOC) - the percentage of traffic enforcement law enforcement agencies uploading electronic citation data into Nevada AOC database.</p> <p>In 2010, Nevada Department of Public Safety Research & Technology Project Manager Ken Baldwin developed a partial interface with three (3) Nevada law enforcement agencies, allowing upload of citation data for 20,099 citations to NCATS. No citations were sent to the courts via the AOC.</p> <p>With implementation Brazos Technology's data collection software, citation data began uploading to the AOC, which transmits citation data to the appropriate court of jurisdiction. The AOC also has begun receiving electronic adjudication data from courts of jurisdiction, which is subsequently transmitted to the DMV.</p> <p>As Nevada Continues to implement additional agencies with the Brazos Technology software, the percentage of agencies and number of citations has increased</p>
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates Citation Issuance Data, Project ID NV-11-5
Improvement(s) Achieved or Anticipated	<p>Narrative of the Improvement(s)</p> <p>From May of 2013 through April of 2014, fifteen (15) agencies submitted electronic citation data. During this time period, 209,383 citations were submitted by these agencies.</p> <p>Based on the timeline of agencies in pilot testing and signed up to implement the Brazos Technology software, Nevada anticipated twenty-one (21) agencies would be submitting electronic citation data by the end of FFY 2015.</p> <p>From May of 2014 through April of 2015, twenty (20) submitted 243,718</p>

	<p>citations electronically. As of report date, three (3) more agencies (Las Vegas Metropolitan Police Department and Esmeralda and Mineral County Sheriff's Offices) are being implemented, which should bring the total number of agencies submitting electronically to twenty-three (23) before September 30, 2015.</p>
Specification of how the Measure is calculated / estimated	<p>Narrative Description of Calculation / Estimation Method</p> <p>A review of the citation data uploaded to AOC was conducted to establish the completeness of citation records.</p> <p>The measurement was calculated by reporting on the number of citations posted to the citation database. The method described below will be used to compare the current year's figures to previous year's figures:</p> <p>Query all citations uploaded to AOC from May 1 to April 30 and identify the number of law enforcement agencies submitting electronic citation data based on selection</p> <p>There are 36 law enforcement agencies conducting traffic enforcement on a regular basis in Nevada. The percentage of reporting agencies will increase from 44% to 64%.</p> <p>An additional measurement which will be reported on is the total number of citations uploaded to AOC.</p>
Date and Baseline Value for the Measure	<p>Baseline Date Number of Agencies submitting electronic data to AOC – May 1, 2013 to April 30, 2014</p> <p>Number of citations uploaded to AOC – May 1, 2013 to April 30, 2014</p>
Date and Current Value for the Measure	<p>Current Measurement Date Number of Agencies submitting electronic data to AOC – May 1, 2014 to April 30, 2015</p> <p>Number of citations uploaded to AOC Citation database – May 1, 2014 to April 30, 2015</p>

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

Baseline

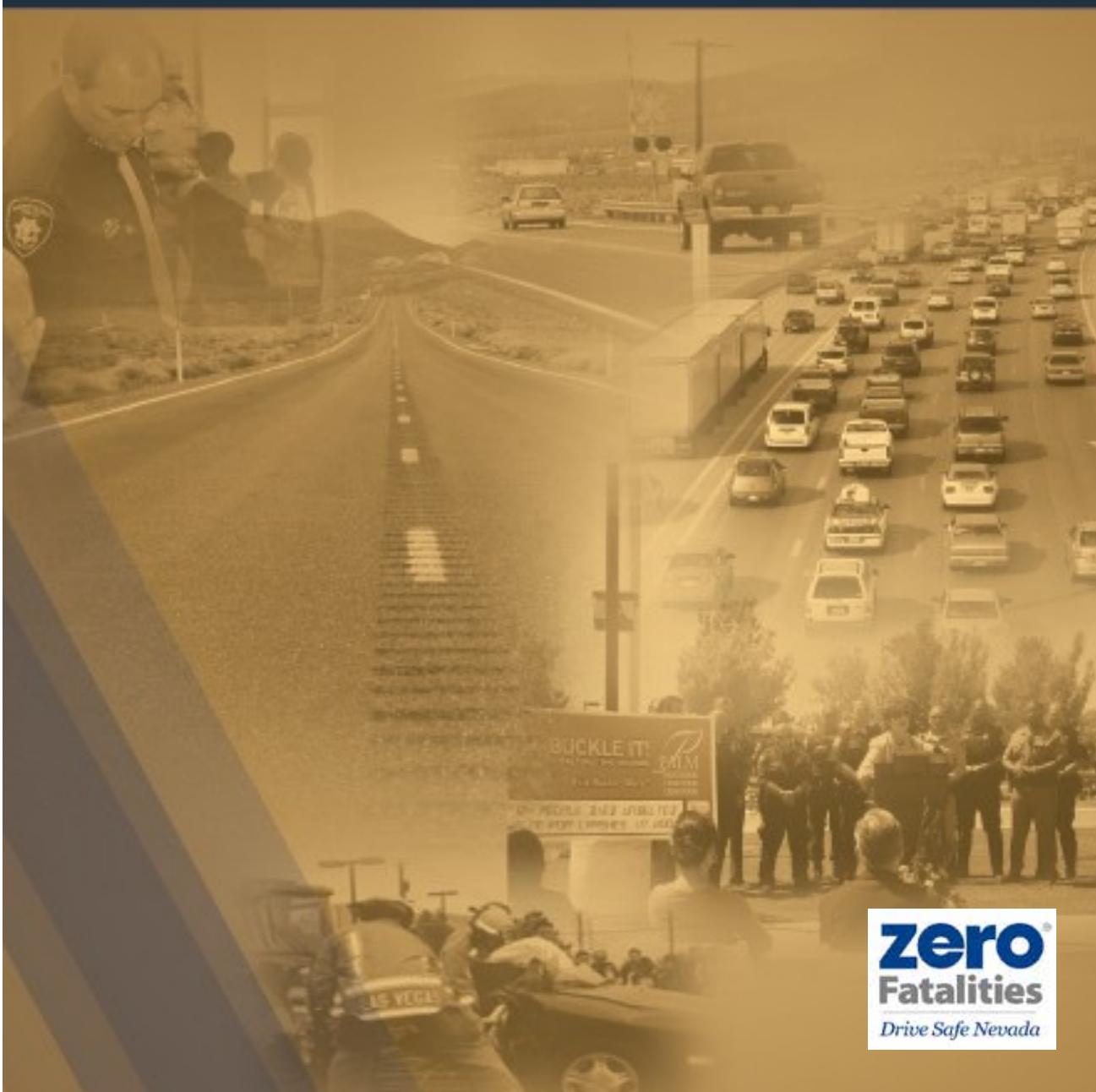
Number of Law Enforcement Agencies Submitting Violations to NCATS between May 1, 2013 to April 30, 2014	
Agency	May 1, 2013 to April 30, 2014
Boulder City PD (PS)	4429
Carson City SO (PS)	6161
Churchill County SO (PS)	468
Douglas County SO (PS)	2104
Fallon PD (PS)	910
Lander County (PS)	637
Lincoln County SO (PS)	2071
Nevada Highway Patrol (PS)	143817
North Las Vegas PD ST (PS)	34054
Nye County SO (PS)	2
Sparks PD (PS)	1594
Univ. Of Nevada-Reno	331
Washoe County SO (PS)	11901
Washoe County SD (PS)	203
Winnemucca PD (PS)	701
Totals Statewide	209383

Progress

Number of Law Enforcement Agencies Submitting Violations to NCATS between May 1, 2014 to April 30, 2015	
Agency	May 1, 2014 to April 30, 2015
Boulder City PD (PS)	4545
Carson City SO (PS)	5846
Churchill County SO (PS)	297
Clark County ISD (PS)	3148
Douglas County SO (PS)	4025
Elko County SO (PS)	1324
Fallon PD (PS)	777
Lander County (PS)	411
Lincoln County SO (PS)	2003
Mesquite PD (PS)	3060
Nevada Highway Patrol (PS)	175756
North Las Vegas PD ST (PS)	22286
Nye County SO (PS)	2452
Pyramid Lake, NV PD	477
Sparks PD (PS)	1697
Univ. Of Nevada-Reno	600
Washoe County SO (PS)	13437
Washoe County SD (PS)	574
West Wendover PD (PS)	388

Winnemucca PD (PS)	615
Totals Statewide	243718

The 2013 Nevada Impaired Driving Strategic Plan



2013 Nevada Impaired Driving Strategic Plan

The 2013 Nevada Impaired Driving Strategic Plan

FFY 2016

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Acknowledgements

The Nevada Impaired Driving Strategic Plan (IDSP) reflects the priorities, goals, and objectives established through the Nevada Strategic Highway Safety Plan (SHSP). The update and implementation of the SHSP, and in turn the IDSP, would not be possible without the hard work and commitment of the Nevada Executive Committee on Traffic Safety (NECTS) and the Technical Working Group (TWG). Both Groups have dedicated significant amounts of volunteer time and effort toward the development of the direction of Nevada's impaired driving program and saving the lives of Nevadans. Members of these committees are shown below.

Special acknowledgements also go to Ken Mammen, Safety Engineer, Nevada DOT and Traci Pearl, Administrator, Department of Public Safety Office of Traffic Safety, for their leadership of the process and their on-going commitment to transportation safety.

NECTS Committee Members

NECTS Agency Department	Department Head	NECTS Appointee
Nevada Department of Transportation (NDOT)	Rudy Malfabon	Rudy Malfabon Sondra Rosenberg
Department of Public Safety	Jim Wright	Dennis Osborn Traci Pearl
Department of Motor Vehicles (DMV)	Troy Dillard	David Fierro
Department of Health and Human Services	Mike Willden	Steve Tafoya
Department of Education	Dale A.R. Erquiaga	Mindy Martini
Regional Transportation Commission (RTC) of Southern Nevada	Tina Quigley	Tina Quigley
RTC of Washoe County	Lee Gibson	Rebecca Kapuler
Nevada Association of Counties	Jeff Fontaine	Jeff Fontaine
Nevada Sheriffs and Chiefs	Sheriff Allen Veil	Bob Roshak
Federal Highway Administration (Ex-officio member)	Susan Klekar	Susan Klekar
Federal Motor Carriers (Ex-officio member)	Anne S. Ferro	Bill Bensmiller
Administrative Office of the Courts	Robin Sweet	Gary Turner
Nevada League of Cities	Wes Henderson	Wes Henderson
Las Vegas Metropolitan Police Department	Sheriff Joseph Lombardo	Pete Boffelli
Henderson Police Department	Chief Patrick Moers	Chief Patrick Moers
Regional Emergency Medical Services Authority	James Gubbles	James Gubbles
National Highway Traffic Safety Administration (Ex-officio member)	Bill Watada	Bill Watada
Southern Nevada Health District	Mary Ellen Britt	Mary Ellen Britt

Technical Working Group Members

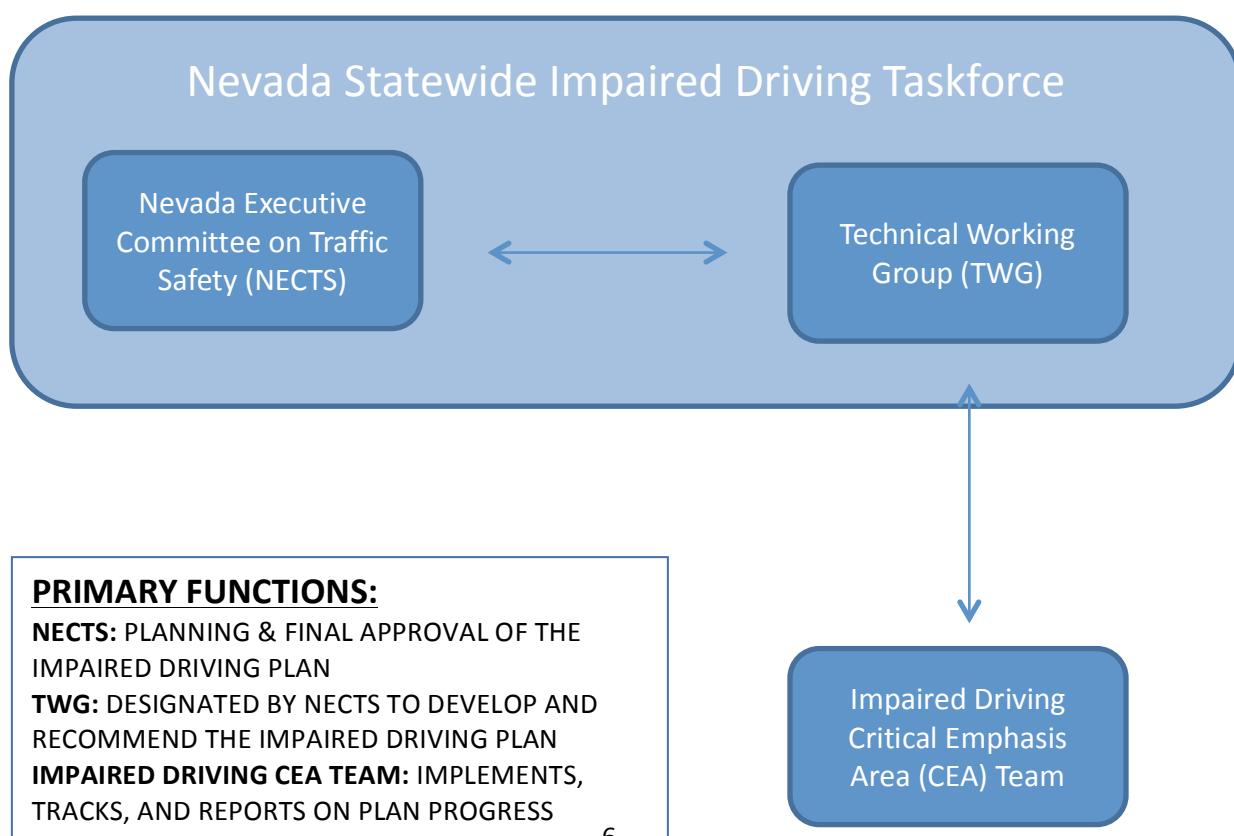
TWG Member	Organization
Lt. Andy McAfee	Nevada Department of Transportation
Sherie Moore	Federal Motor Carrier Safety Administration
Tom Moore	Department of Public Safety/Nevada Highway Patrol
Mike Moreno	Safe Communities Partnership
Michael Mosley	City of Las Vegas
Lucie Moya	Nevada Department of Transportation
Tim Mueller	Las Vegas Metropolitan Police Department
Michelle Nath	American Traffic Safety Services Association
Greg Novak	UNLV-TRC Center for Safety Research
Mitch Nowicki	Regional Transportation Commission of Southern Nevada
Molly O'Brien	Nevada Department of Transportation
Laura Oslund	Regional Transportation Commission of Washoe County
Alexander Paz	City of Sparks Public Works Department
Traci Pearl	National Highway Traffic Safety Administration
John Penuelas	City of North Las Vegas Police
Jim Poston	American Automobile Association
Sherwin Racehorse	Nevada Department of Transportation
Meg Ragonese	Department of Public Safety / Nevada Highway Patrol
Chuck Reider	Nevada Department of Transportation
Alyssa Rodriguez	Department of Motor Vehicles
Mohamed Rouas	City of Las Vegas
Joseph Saiz	Department of Public Safety/Office of Traffic Safety
Brian Sanchez	Federal Highway Administration
Sean Sever	Nevada Department of Transportation
Bill Story	Regional Transportation Commission of Washoe County
Lindsay Sundberg	Nevada Department of Transportation
Steve Tafoya	Department of Motor Vehicles
Jaime Tuddao	Nevada Department of Transportation
Shirley Visger	Nevada Department of Transportation
Joanna Wadsworth	Nevada Department of Transportation
Brent Wilhite	Nevada Department of Transportation
Connie "CJ" Yao	Regional Transportation Commission of Washoe County
Michael Yates	Federal Highway Administration

Overview

The Nevada Impaired Driving Strategic Plan (IDSP) is derived from the Nevada Strategic Highway Safety Plan (SHSP). As part of the SHSP planning process, which began in 2004 and continues today, impaired driving was identified as a critical emphasis area (CEA).

The Nevada Executive Committee on Traffic Safety (NECTS) is the final approving body of the SHSP. The SHSP Technical Working Group (TWG), which is chaired by a member of the NECTS, is responsible for reviewing State impaired driving data, identifying priorities, monitoring project implementation, and reviewing progress in conjunction with various partners across the State. The NECTS and TWG represent a wide array of disciplines that ensures their work reflects the key stakeholders in the State and has functioned as Nevada's statewide impaired driving group since the inception of the SHSP planning process in 2004. In response to the requirements of MAP-21, formal designation of the NECTS and TWG as the Statewide Impaired Driving Task Force occurred on August 9, 2013, and is documented on page seven (7).

On August 9, 2013, the NECTS approved the stand-alone Nevada Impaired Driving Strategic Plan.



Impaired Driving Taskforce Designation & Impaired Driving Strategic Plan Approval

The Nevada Executive Committee for Traffic Safety (NECTS) conducted an online poll from July 30, 2013 to August 9, 2013 to answer two questions pertaining to the Nevada Statewide Impaired Driving Task Force. Voting yes to both questions would support the establishment of the NECTS and the Technical Working Group (TWG) as the designated Statewide Impaired Driving Task Force as well as approve the Nevada Impaired Driving Strategic Plan (IDSP). The two online questions were posed as follows:

1. Do you approve the NECTS/TWG to serve as the Nevada Statewide Impaired Driving Task Force?
2. Do you approve the Nevada Impaired Driving Strategic Plan?

As per the by-laws of the NECTS, a simple majority of votes (nine of 16 members) would approve the creation of the ID Task Force and the approval of the IDSP. On August 9, 2013, majority was achieved as nine members voted in support of both questions.

Eric Tang, P.E.
Cambridge Systematics, Inc.
4800 Hampden Ln
Suite 800
Bethesda, MD 20814


8/9/2013

Note: Cambridge systematic, Inc. is under contract with Nevada DOT to complete all administrative duties relating to NECTS, TWG, and the CEA groups.

Data & Problem ID

The NECTS and TWG reviewed multiple data bases related to impaired driving within Nevada. This was in addition to public outreach and outreach to members of a wide range of stakeholders.

Data sets included: FARS for fatality data and NDOT for injury crash data, type of crash, time, day, and location; Uniform Crime Reports for DUI arrests by agency; Administrative Office of the Courts for DUI filings and dispositions; Department of Motor Vehicles for registration and license information; Trauma data from class one trauma centers; and Department of Business and Industry for Nevada demographic data.

Below is the summary of data use to identify the problem and craft the plan to reduce fatalities and injuries from impaired driving crashes.

Number of Nevada Fatalities Involving a Driver with a BAC of .08 or Above **Problem ID Analysis**

What: Between 2006 and 2010, there were 506 impaired driving fatalities. The type and number of vehicles included in these fatalities are:

- Passenger cars 238
- Pickup trucks 172
- Motorcycles 86
- Trucks 4
- Other vehicles 6

Who: In 2010, 90 impaired drivers were involved in 77 impaired driving fatalities in Nevada.

Of the 90 impaired drivers in 2010 fatal crashes, 68 were male, and 44 of them were under the age of 44. Males in the 35- to 44-age group (15) and 25- to 34-age group (11) had the highest frequencies of impaired driving in the fatal crashes. In addition, 67 of the impaired drivers had valid Nevada licenses; 10 were out of state and 13 did not possess a valid driver's license.

Where: Geographically, the 396 statewide alcohol-related fatalities (2006 – 2010) were concentrated in four counties

(523 of 600 alcohol related fatalities):

- Clark County 303
- Washoe County 55
- Nye County 25
- Elko County 31

Nine routes in Clark County had 10 or more impaired driving fatalities (2006 – 2010) accounting for approximately one quarter of all Nevada alcohol related fatalities:

Clark County

- I-15
- US- 95
- CR-215
- SR-160
- Flamingo Rd.

- Charleston Blvd.
- I-215
- Lake Mead Blvd.
- Sahara Ave.

When: Two-thirds of the alcohol-related fatalities occurred between 6 p.m. and 6 a.m.
Most alcohol-related fatalities occurred between Friday and Sunday.

Why: Nevada is a 24/7 state with many people working day, swing, or graveyard shifts in such industries as, gaming, mining, hospitality, and convince/grocery industries. This is one contributor to drowsy and impaired driving on both rural and urban roadways resulting in single vehicle crashes. Impaired pedestrian crashes (with either the driver or pedestrian being impaired) are also over-represented in Nevada due to the 24/7 environment in the urban areas of Reno and Las Vegas.

Most impaired driving fatalities and serious injuries involved single-vehicle crashes. Of the crashes involving a fatality, the majority resulted in an overturned vehicle or a crash with a fixed object.

Impaired Driving Plan / Program Activity

Impaired driving in Nevada has dropped substantially from a high of 144 fatalities in 2006 to 70 fatalities in 2011.. The NHTSA publication, *Countermeasures That Work*, identifies several significant trends that can be attributed to the decrease, including stronger laws (0.08 blood alcohol content or BAC, administrative license revocation, and minimum drinking age laws) to demographic trends (e.g., the aging of the population and the increased proportion of female drivers). Additionally, the NHTSA Uniform Guidelines for State Highway Safety Programs Guideline No. 8- Impaired Driving identifies the following as key components of a comprehensive impaired driving program:



- **Program Management & Strategic Planning** (addressed through development and implementation of the IDSP, HSP, and SHSP)
- **Prevention** (addressed through young driver countermeasures described below)
- **Criminal Justice System** (addressed through high-visibility DUI countermeasures described below)
- **Communication Program** (addressed through high-visibility DUI countermeasures described below)
- **Screening, Assessment, Treatment and Rehabilitation** (addressed through repeat offender countermeasures described below)

To continue the positive trends in Nevada, the Statewide Impaired Driving Taskforce team identified the following measurable objectives:

- **Objective 1.** Reduce impaired driving fatalities from 2008 baseline of 123 (average fatalities from 2004 to 2008) to 99 by December 31, 2015.
 - **Performance Measure:** Number of fatalities.
 - **FY 2016 HSP update:** FARS data indicates average impaired driving fatalities from 2009-2013 is 74. Updated FARS data for 2014 will not be official until 2016.
- **Objective 2.** Reduce impaired driving serious injuries from 2008 baseline of 295 (average serious injuries from 2004 to 2008) to 237 (2008 – 2015) by December 31, 2015.
 - **Performance Measure:** Number of serious injuries.
 - **FY 2016 HSP update:** State data indicates average impaired driving serious injuries from 2009-2013 is 156.

To achieve these objectives the Taskforce identified three key strategies:

1. Increase the number of high-visibility DUI programs;
2. Enhance programs on impaired driving for young drivers; and
3. Reduce the number of repeat DUI offenders.

High-Visibility DUI Programs: Strategy 1

Definition

Sobriety checkpoints are a law enforcement tool used in 38 states and the District of Columbia as a deterrent to reduce impaired driving. While the research indicates consistent and frequent sobriety checkpoints can be a positive deterrence, few states actually conduct checkpoints on a regular basis. In Nevada, Joining Forces conducts the majority of high-visibility enforcement programs, including sobriety checkpoints. Joining Forces is a program that funds over-time payroll expenses for law enforcement agencies to conduct traffic enforcement events. The use of multiple funding sources maximizes the benefits of the program. Joining Forces directly supports the criminal justice and communication components of the State's impaired driving program.

Impact on Safety

Research conducted by Fell, Ferguson, Williams, and Fields (2003) found only 11 states conducted sobriety checkpoints on a weekly basis due to a lack of personnel and funding. According to *Countermeasures That Work*, a systematic review by the Centers for Disease Control (CDC) of 11 high-quality studies found checkpoints reduced alcohol-related fatal, injury, and property damage crashes each by about 20 percent (Elder et al., 2002). Demonstration programs from seven states found reductions in alcohol-related fatalities between 11 and 20 percent in states that employed numerous checkpoints and intensive publicity of the enforcement activities, including paid advertising (Fell, Langston, Lacey, and Tippetts, 2008).

To improve high-visibility enforcement efforts, the Taskforce identified the following action steps:

1. Increase support among law enforcement agencies for high-visibility DUI enforcement programs.
2. Increase earned media coverage of law enforcement activities.
3. Encourage law enforcement agencies to set up impaired driving reporting programs.
4. Encourage other law enforcement agencies to conduct refresher training

programs on sobriety testing.

5. Determine high-crash locations/corridors for impaired driving. This program targets all unsafe driving behaviors, including impaired driving and involves engineering (signage), enforcement, and public awareness.

Activities

AS 1.01: Increase support among law enforcement agencies for high visibility DUI enforcement programs. *Sub-actions: a) determine the current number of high-visibility enforcement efforts statewide; b) reach out to the Police Chiefs and Sheriff's Associations to obtain support; c) identify low cost effective approaches for high-visibility DUI enforcement.*

- Leader: OTS
- Timeframe: Ongoing
- Output Measure: Number of agencies that support high-visibility enforcement efforts
- Outcome Measure: Reduced incidents of drunk driving

AS 1.02: Increase earned media coverage of law enforcement activities. *Sub-actions: a) partner with a media outlet on sobriety checkpoints and saturation patrols in northern and southern media markets; b) disseminate information to stakeholders to encourage them to publicize sobriety checkpoints.*

- Leader: OTS
- Timeframe: Ongoing
- Output Measure: Number of media hits that mention DUI enforcement
- Outcome Measure: TBD

AS 1.03: Encourage law enforcement agencies to setup impaired driving reporting programs. *Sub-actions: a) reach out to the Police Chiefs and Sheriff's Associations; b) develop materials to publicize the program; c) publicize the program to the public.*

- Leader: NHP
- Timeframe: TBD
- Output Measure: Number of materials produced, number of agencies contacted
- Outcome Measure: An increase in the number of agencies that conduct DUI reporting programs

AS 1.04: Encourage other law enforcement agencies to conduct refresher training programs on sobriety testing. *Sub-actions: a) establish refresher course; b) provide education on new technologies*

- Leader: NHP
- Timeframe: Ongoing
- Output Measure: Number of training programs conducted, number of officers trained
- Outcome Measure: An increase in the DUI conviction rate

AS 1.05: Determine high crash location/corridors for impaired driving. This program targets all unsafe driving behaviors including impaired driving and involves engineering (signage), enforcement, and public awareness. *Sub-actions: a) contact NDOT and request information on road segments that have a high number of impaired driving crashes; b) contact NDOT to provide red ribbon polls on roadway, enforcement agencies; c) analyze data from NDOT on the identified corridors and prepare pin maps; d) conduct a road safety audit on the corridor to identify other problems and potential solutions.*

- Leader: NDOT
- Timeframe: Inprocess
- Output Measure: Number of locations/corridors
- Outcome Measure: Decrease of DUI incidents along those corridors

Impaired Driving by Young Drivers: Strategy 2



Definition

Since 1987, minimum-drinking-age laws in all states prohibit youth under 21 from purchasing alcohol or consuming it in public. These laws influence all youth impaired-driving strategies. There is strong evidence that minimum drinking age laws reduced drinking, driving after drinking, and alcohol-related crashes and injuries among youth (Hingson et al., 2004). In fact, such laws reduced youth drinking and driving more than youth drinking alone (using the measurements of self-reporting and testing of drinking drivers in fatal crashes). Drinking and driving has become less socially acceptable among youth, and more youth have separated their drinking from their driving (Hedlund et al., 2001). The IDSP's young driver countermeasures directly support the prevention component of Nevada's impaired driving program.

Impact on Safety

Research has shown that minimum drinking age enforcement is very limited in many communities (Hedlund et al., 2001). Enforcement can take several forms, including actions directed at alcohol vendors, actions directed at youth, and actions directed at adults. Several studies document that

well-publicized and vigorous compliance checks reduce alcohol sales to youth; for example, a review of eight high-quality studies found that compliance checks reduced sales to underage people by an average of 42 percent (Elder et al., 2007). Research by the Centers for Disease Control found that education programs are effective in reducing riding with a drinking driver.

To address this issue in Nevada, the Taskforce identified the following action steps:

1. Enhance DUI education within existing safe driving programs; and
2. Conduct pilot Cops In Shops and Compliance Check programs to reduce youth access to alcohol.

Activities

AS 2.01: Enhance DUI education within existing safe driving programs. Sub-actions: a) identify education programs; b) determine the appropriate revisions; c) recruit impaired driving educators and victim impact panels.

- Leader: Nye Communities Coalition
- Timeframe: Initiated
- Output Measure: Number of revised curriculums
- Outcome Measure: Increased awareness among young drivers of the dangers of impaired driving

AS 2.02: Conduct pilot Cops In Shops and compliance check programs to reduce youth access to alcohol. Sub-actions: a) follow-up with EUDL coordinator; b) select pilot locations (may be near colleges/universities); c) recruit local law enforcement agencies and inform local retailers; d) conduct program and track citations/incidents; e) report results to the media.

- Leader: Diane Anderson
- Timeframe: In process
- Output Measure: Number of citations/incidents

- Outcome Measure: Decrease in the number of retailers who sell alcohol to minors and in the number of underage youth who attempt to purchase alcohol

Repeat Offenders: Strategy 3



Definition

It is widely recognized that many DUI first offenders and most repeat offenders are dependent on alcohol or have alcohol use problems, and will likely continue to drink and drive without some assistance. A DUI arrest provides an opportunity to identify offenders with alcohol problems and to refer them to treatment, as appropriate. Alcohol interlocks, which prevent alcohol-impaired drivers from starting a vehicle, can also be effective with this population.

The most successful methods for controlling convicted DUI offenders and reducing recidivism monitor offenders closely through formal intensive supervision, home confinement with electronic monitoring, or dedicated detention facilities. DUI courts and alcohol ignition interlocks also assist in monitoring offenders. The IDSP's repeat offender countermeasures directly support Nevada's screening, assessment, treatment, and rehabilitation efforts.

Impact on Safety

Research by Beirness and Marques (2004) summarized 10 evaluations of interlock programs in the United States and Canada. Interlocks cut DUI recidivism at least in half, and sometimes more, compared to similar offenders without interlocks. After the removal of the interlock, the effects largely disappeared, with interlock and comparison drivers having similar recidivism rates. A review of 11 completed and three ongoing studies on interlock programs reached similar conclusions (Willis, Lybrand, and Bellamy, 2006).

In Nevada, the Taskforce determined the most effective approaches included the following:

1. Support a stronger ignition interlock law by providing information and data that shows effectiveness;
2. Support mandatory evaluation of all DUI offenders including first time offenders; and
3. Establish a Court Monitoring Research Program for misdemeanor DUI offenders.

Activities

AS 3.01: Support a stronger ignition interlock law by providing information and data that shows effectiveness. Sub-actions: a) create an informational package; b) determine status for legislative session.

- Leader: Northern Nevada DUI Taskforce
- Timeframe: Each Legislative session (every other year)
- Output Measure: The number of stakeholders who received the informational packages
- Outcome Measure: The number of stakeholders who actively support stronger ignition interlock law

AS 3.02: Support mandatory evaluation of all DUI offenders including first-time offenders. Sub-actions: a) determine status for the legislative session; b) research the issue; c) present the issue in

terms of correlation between first-time offenders and repeat offenders; d) push for revision in the current law.

- Leader: Northern Nevada DUI Taskforce
- Timeframe: Ongoing (every other year for Legislature and ongoing for Judges / Prosecutors
- Output Measure: Number and types of information collected to support mandatory evaluation
- Outcome Measure: Completion of the research study

AS 3.03: Establish a court monitoring research program for misdemeanor DUI offenders. Sub-actions:
a) hire university students to conduct the research; b) create a research study; c) identify comparable pilot sites; d) implement pilot study and evaluate results on the consistency of DUI prosecution and adjudication.

- Leader: Northern Nevada DUI Taskforce
- Timeframe: TBD
- Output Measure: Number of comparable sites to be studied
- Outcome Measure: Completion of a research study

Implementation of the Statewide Plan by the Office of Traffic Safety and inclusion in the HSP

The Office of Traffic Safety (OTS) uses the Statewide Impaired Driving Taskforce's plan as a foundation for developing the HSP for the State. OTS makes sure all aspects of the Statewide ID Task Force are included and then works on providing enhancement to improve outcomes.

OTS will also review the data to ensure the programs selected for funding are in locations that are in high impaired driving areas and will generate the greatest potential benefit. In this way the overall goals of the Statewide ID Taskforce are met by a combination of statewide and local efforts.

One of the most successful programs directly supporting the ID Taskforce is our enforcement plan called Joining Forces. A calendar for the year is completed so everyone involved in the enforcement efforts for impaired driving knows the dates for the enforcement activities. In Nevada this means 90% coverage of the population and events occur approximately every month during the year with approximately 50% impaired driving enforcement. This has also enabled OTS to schedule coordinated media for these ID enforcement events so every area of the state has the same messages. Media does include: Paid T.V. and Radio, Social Media, Bill-boards, Special Events signage (minor league baseball, NASCAR Races, etc.), press releases and events. All of these enhance the unearned media via T.V. and Radio programs as well as articles in the local newspapers.

The opportunity for prevention activities occurs at all levels and Nevada's prevention efforts reflect many of the possible intervention points. Programs include partnering with the Substance Abuse, Prevention and Treatment Agency (SAPTA). SAPTA has adopted impaired driving as one of the keys to their efforts throughout the state and OTS is funding specific impaired driving initiatives conducted by these coalitions. This is the best way to reach our very rural populations and to date we are partnering with coalitions covering 7 of our most rural counties. These coalitions are most effective in presenting youth and community programs.

Beverage server training is also offered by these coalitions and with "cops in shops", underage sting operations are both working to reduce the availability of alcohol to minors.

In the criminal justice system there are many opportunities from enforcement, prosecution, adjudication, and administrative sanctions.

OTS has worked to develop relationships with the prosecutors by working with a TSRP and providing specific impaired driving education programs at the annual Nevada Prosecutors Meeting. The TSRP has just recently completed a DUI Desk Book for Nevada prosecutors based on Nevada's laws and the most recent decisions from the U.S. Supreme Court. The McNeely decision will make the education effort critical for law enforcement, prosecutors, and judges. Nevada Supreme Court has two cases waiting an opinion (oral arguments for these cases were heard in early May, 2015). In partnership with the Nevada Prosecuting Attorneys Advisory Council (reports to the Attorney General's Office), OTS has funded specific workshops on impaired driving for the annual meeting of prosecutors. At least one DA or ADA from each county do attend these sessions.

Judicial training is also offered in a similar manner as the prosecutors and concentrates on all aspect of impaired driving cases with emphasis on best practices in crafting sanctions. The utilization of

DUI Courts within the state has helped create options for the judges to also address the treatment requirement of impaired drivers where the strictly limited criminal sanctions often do not address the underlying cause. For the Administrative Law Judges who work for the DMV, a new effort will begin in 2014 to train law enforcement officers on how to testify at an administrative hearing on impaired driving license suspensions/revocations (this is ongoing). The most recent activity has been the establishment of the first misdemeanor DUI Court in Northern Nevada (Reno).

Related to impaired driving, is an OTS program that is transitioning the state evidentiary breath test devices to a newer model statewide. This will eliminate the current status with three different models in use and will simplify the training of officers and all others who depend on these devices for evidence in an impaired driving prosecution/trial. During the most recent 12 months every law enforcement officer in the state has received operator training and are certified for the new evidentiary breath test device.

Other training efforts during the past year (completed in May, 2014), has resulted in all NHP Troopers and Sergeants are now trained in ARIDE (a total of 436 officers).

Starting in July, 2014 the first training in DIETEP will start. Registration for the first two courses are already full and extra courses will be planned during the summer.

Starting in October 2015, OTS will fund a project to train non-NHP officers in ARIDE to expand this program statewide.

Charter, Agendas, & Meeting Minutes

NECTS / TWG

Charter and Minutes

NEVADA EXECUTIVE COMMITTEE ON TRAFFIC SAFETY (NECTS) BYLAWS

ARTICLE 1 - NAME

1.1 This organization shall be called the Nevada Executive Committee on Traffic Safety

(NECTS) hereinafter referred to as the NECTS.

ARTICLE 2- AUTHORITY

2.1 The NECTS was established to involve traffic safety officials statewide in a program working together to develop an effective and efficient system for prioritizing and utilizing limited federal, state, and local resources for the purpose of reducing fatalities and serious injuries on Nevada's roadways.

The authority for establishing the NECTS Committee is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which authorizes the Department of Transportation Board of Directors to adopt such rules, bylaws, motions and resolutions necessary to govern the administration, activities and proceedings of the Department of Transportation.

2.2 The NECTS shall report to the State Board of Directors of the Department of Transportation and shall be advisory in nature.

ARTICLE 3– PURPOSE AND FUNCTION

- 3.1 The purpose of the NECTS is to identify, prioritize, promote and support a coordinated effort to save lives and reduce injuries on the roads of Nevada.
 - 3.1.1 The NECTS will provide guidance to state, county, and all local agencies that incorporate a commitment to traffic safety in their mission and/or organization.
 - 3.1.2 The NECTS will develop a strategic plan that will impact the present and predicted statistics on vehicle-related deaths and injuries, focusing on key emphasis areas and containing strategies designed to improve major problem areas or to advance effective practices by means that are both cost-effective and acceptable to the majority of Nevada's citizens.
 - 3.1.3 The NECTS will establish and publish statewide highway safety goals and objectives.
 - 3.1.4 The NECTS will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.
 - 3.1.5 The NECTS will serve as the Traffic Records Executive Committee (TREC) for the State of Nevada

ARTICLE 4– MEMBERSHIP

- 4.1 The first Chairman of the NECTS shall be the Director of the Department of Transportation or his/her designee. Vice-Chair will be nominated from the membership of the Committee and be selected by a vote of the Committee at the initial meeting. The Chairman shall preside at the meetings of the NECTS. If the Chairman is unable to attend then the Vice-Chair shall assume the duties of the Chairman.

4.2 Terms of office for the Chair and Vice-Chair will be one year. The Chair will be replaced by the Vice-Chair, with a new Vice-Chair being selected at the anniversary meeting of the Committee.

4.3 The NECTS shall consist of:

Nevada Department of Transportation	(NDOT)	2 representatives
Department of Public Safety	(DPS)	2 representatives
Administrative Office of the Courts	(AOC)	
Department of Education	(DED)	
Department of Health	(DHHS)	
Department of Motor Vehicles	(DMV)	
RTC of Southern Nevada		
RTC of Washoe County		
Nevada League of Cities		
Nevada Sheriffs and Chiefs Association	(NSCA)	
Nevada Association of County Officials	(NACO)	
Federal Highway Administration	(FHWA)	(ex-officio)
Federal Motor Carriers Administration	(FMCSA)	(ex-officio)
National Highway Traffic Safety Admin.	(NHTSA)	(ex-officio)

- 4.3.1 The Chairman of the NECTS shall appoint one individual of each of the member organizations in writing as a voting member based on recommendation from each member organization.
- 4.3.2 Member organizations may designate a proxy to serve on the committee when the member identified in 4.3.1 is unable to attend. This notice shall be in writing and directed to the Chairman.
- 4.3.2 Members, agencies/entities may be added to the Committee by recommendation to the Department of Transportation and majority concurrence of the NECT.

ARTICLE 5–VOTING

- 5.1 Ex officio members shall be non-voting members all other members shall have one vote.
- 5.2 A simple majority of voting members shall constitute a quorum.
- 5.3 A concurrence of at least a majority of the voting members of the NECTS shall be required on all questions

ARTICLE 6-COMPENSATION

6.1 The members of the NECTS shall receive no compensation other than that received from their own agency/organization.

ARTICLE 7-MEETINGS

7.1 The NECTS shall meet at least semi-annually. The members shall set the dates of meetings for the first ensuing year at their first meeting. Thereafter, the members shall set the dates of meetings for the ensuing year at the last scheduled meeting of the current year.

7.2 Meetings may be called at the discretion of the Chairman.

7.3 NECTS members may submit agenda items no later than 12 working days before a scheduled meeting, to the Nevada Department of Transportation Safety Division. These agenda items will be approved by the Chair and will be mailed or otherwise distributed to the NECTS members seven days prior to the scheduled NECTS meeting date.

7.4 Meetings will comply with the Nevada Open Meeting Law (NRS 241).

7.5 The deliberations at NECTS meetings shall be in accord with Robert's Rules of Order-Newly Revised.

7.6

ARTICLE 8-TASK FORCE WORKING GROUPS

8.1 The NECTS may establish working groups to address specific issues involving traffic safety. These working groups shall be called Task Force Working Groups.

8.2 Each Task Force Working Group will be required to analyze the issue assigned, determine cause and develop solutions and strategies for addressing the contributing factors of the subject matter assigned.

8.2.1 A member of the NECTS shall chair each Task Force Working Group.

8.2.2 The size and composition of a Task Force Working Group will be determined by the appointed chairman.

8.2.3 Task Force membership should not be limited to members of the NECTS, and when possible, they will be composed of a diverse selection of representatives from state, federal, county, and local agencies in an effort to ensure all aspects of the topic are identified and addressed.

8.2.4 Task Force Working Groups should meet as frequently as needed.

8.2.5 Meetings/discussions may be conducted by video teleconference, conference call and/or e-mail.

8.2.6 The Task Force Working Group members shall receive no compensation other than that received from their own agency/organization. The Task Force Working Group shall not reach a decision by a vote or consensus. No motions or resolutions are to be presented. No decisions for or recommendations to the board are to be made. The Task Force Working Groups shall not speak to or be recognized by the board as a single voice on any issue.

8.2.7 Task Force Working Groups will be considered working groups and therefore not subject to the provisions of Nevada Open Meeting laws, rules, and regulations.

Note: If a Task Force Working Group engages in deliberation or decision making, is assigned by NECTS to formulate policy or carry out planning functions, is delegated the task of making decisions for or recommendations to NECTS, or is recognized by NECTS as speaking with one voice, it shall be subject to the open meeting law.

8.3 Task Force Working Groups will report to the NECTS as directed.

ARTICLE 9 – TECHNICAL SUPPORT STAFF

9.1 The Director of the Department of Transportation shall provide staffing support to the NECTS.
The Staff shall:

9.1.1 Coordinate the activities of the NECTS to include making all logistical arrangements required for meetings.

9.1.2 Provide a note taker and staff person to comply with the Nevada Open Meeting Law.

9.1.3 Provide research assistance and statistical data to the NECTS.

9.1.4 Prepare and publish plans and documents at the direction of NECTS.

9.1.5 Establish and maintain a web site for the NECTS and participating organizations designed to further the sharing of crash data, organizational safety planning, research, and other relevant information pertinent to the Committee.

ARTICLE 10- ADOPTION and AMENDMENTS

10.1 These bylaws shall be initially adopted by a majority vote of the members present at the first meeting

10.2 These bylaws may be amended at any regular meeting of the NECTS by a majority vote of the voting members present.

Approved by action of the Committee at the meeting on June 29, 2010

Signed:

Chair

Meetings conducted by:

NECTS – Nevada Executive Committee on Traffic Safety – All approvals and policy decisions – meets twice per year.

September 9, 2014

January 27, 2015

TWG – Technical Working Group – As organized is not required to have agenda or minutes – meets as needed.

October 14, 2014

January 22, 2015

April 27, 2015

CEA – Critical Emphasis Area – Reporting function on the implementation of the IDSP – meets quarterly.

December 18, 2014

March 3, 2015

June 17, 2015

NV_FY16_405f_Exh_1

Nevada Revised Statutes

486.363 thru 486.372

EDUCATION AND SAFETY OF MOTORCYCLE RIDERS

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

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

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

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

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

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

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

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

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

1. The Director shall:

(a) Establish the Program.

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

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

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

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

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

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

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

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

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

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

NV_FY16_405f_Exh_2

Nevada Revised Statutes 486.374

NRS 486.374 Program for Education of Motorcycle Riders: Instructor; course of instruction.

1. The Program must:
 - (a) Be taught by an instructor licensed pursuant to [NRS 486.375](#).
 - (b) Include:
 - (1) Instruction relating to the development of proper habits and skills necessary for the safe operation of a motorcycle;
 - (2) Instruction relating to the effects of alcohol and controlled substances on the operator of a motorcycle; and
 - (3) At least 8 hours of instruction in the actual operation of a motorcycle for inexperienced operators and at least 4 hours of instruction in the actual operation of a motorcycle for experienced operators.
2. Each course of instruction must be approved by the Director before it is offered to persons enrolled in the Program. The Director shall not approve any course of instruction which does not meet or exceed the requirements established for courses for the education of motorcycle riders by nationally recognized public or private organizations approved by the Director.

(Added to NRS by 1991, 1065; A 1993, 554)

Nevada Rider Motorcycle Safety Program Program Manual Eighth Revision – January 2014

The Nevada Rider Motorcycle Safety Programsm is an agency of the government of the State of Nevada. The Nevada Rider Motorcycle Safety Program was created by the 1991 Session of the Nevada State Legislature. Its authority is found in Chapter 486 of the Nevada Revised Statutes. Rules, regulations, standards and procedures contained in this publication may only be changed by the Nevada Rider Motorcycle Safety Programsm.
(page 2)

The Department of Public Safety, Nevada Rider Motorcycle Safety Program adopts the educational, safety, and RiderCoach standards, by reference, of the most current versions of the following Motorcycle Safety Foundation (MSF) or Evergreen Safety Council courses:

1. Basic RiderCourse (BRC): The approved basic RiderCourse is the BRC. It consists of 15 core hours of instruction, including classroom and range training and includes sessions discussing the effects of alcohol while riding. RiderCoaches will adhere to all standards and content of the RiderCoach materials as well as specific enhancements created by the Program.
2. Basic RiderCourse 2 (formerly known as the Experienced RiderCourse Suite): The approved experienced motorcycle RiderCourse is MSF's Basic RiderCourse 2. This course is intended to be a one-day course.
3. Advanced RiderCourse (ARC): The approved advanced RiderCourse. This course is intended to be a one-day course.
4. RiderCoach Preparation Course (RCP): The approved motorcycle RiderCoach preparation course is the MSF RiderCoach Preparation course. It includes seventy hours of core curriculum. RCP courses in Nevada can only be conducted by the Program
5. Advanced S/TEP Course: The approved three wheeled advanced course is the Evergreen Safety Council's Advanced S/TEP as described in the current edition of the S/TEP RiderCoach Guide.

The Program may adopt state-specific enhancements to any approved curricula. Such enhancements will be documented in a RiderCoach-focused addendum. This addendum is an extension of the Program policy and procedure manual and carries the same force and effect as does this manual.

No other curricula may be used for the on-cycle training of motorcycle riders at this time. The Program may adopt other curricula to facilitate its overall mission. (Page 7)

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NEVADA COURSE LOCATIONS

Courses are offered in a variety of locations to best serve the population of Nevada. The following describes sponsors and locations of the many training sites in the state as of May 31, 2015.

Truckee Meadows Community College

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

Western Nevada College

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

College of Southern Nevada

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

DPS – Nevada Rider Motorcycle Safety Program

- 3505 Construction Way, Winnemucca, NV
- 3920 E. Idaho, Elko, NV
- Mineral County Airport, Hawthorne, NV

Harley-Davidson

- 2605 S. Eastern Ave., Las Vegas, NV
- 2295 Market St., Reno, NV
- 1010 W. Warm Springs Road, Henderson, NV
- 2900 Research Way, Carson City, NV

Cycle School - United States Air Force

- 4430 Grissom, Nellis AFB, NV

Silver State Motorcycle Academy

- 1991 Hwy 50 W., Silver Springs, NV

NV_FY16_405f_Exh_4

Nevada Revised Statutes 486.375

NRS 486.375 Qualifications of instructor; standards for licensing instructors.

1. A person who:
 - (a) Is a resident of this State or is a member of the Armed Forces of the United States stationed at a military installation located in Nevada;
 - (b) Is at least 21 years old;
 - (c) Holds a motorcycle driver's license or a motorcycle endorsement to a driver's license issued by the Department;
 - (d) Has held a motorcycle driver's license or endorsement for at least 2 years; and
 - (e) Is certified as an instructor of motorcycle riders by a nationally recognized public or private organization which is approved by the Director,
↳ may apply to the Department for a license as an instructor for the Program.
2. The Department shall not license a person as an instructor if, within 2 years before the person submits an application for a license:
 - (a) The person has accumulated three or more demerit points pursuant to the uniform system of demerit points established pursuant to [NRS 483.473](#), or has been convicted of traffic violations of comparable number and severity in another jurisdiction; or
 - (b) The person's driver's license was suspended or revoked in any jurisdiction.
3. The Director shall adopt standards and procedures for the licensing of instructors for the Program.

(Added to NRS by 1991, 1065; A 1993, 1321)

NV_FY16_405f_Exh_5

Nevada Rider Motorcycle Safety Program

Program Manual – pages 27-29

Eighth Revision – January, 2014

QUALITY ASSURANCE

PURPOSE

Program quality assurance is conducted by using a Quality Assurance Visit (QAV) or by using the Secret Shopper Program. This review process is a tool used to verify that sites are in compliance with the Program standards. These reviews also are utilized to improve and expand the Program as well as provide valuable technical assistance. Sponsors must allow Program representatives access to their sites and RiderCoaches for such visits.

SCHEDULING OF QAVs

Each sponsor and site will be reviewed at least once annually. The reviews are performed by either the Program Administrator or a RiderCoach Trainer/Chief Instructor under contract with the Program

SECRET SHOPPER PROGRAM

The Secret Shopper Program uses a RiderCoach from an area remote to the site being visited. The Program selects this person, assigns direction, and reviews reports required as a result of the program. If corrective action is required, any action by the Program is outlined in the “THE QUALITY ASSURANCE VISIT REPORT” section later in this chapter.

QAV FOCUS

There are two types of Quality Assurance Visits.

A “Site” QAV encompasses all aspects of a site’s operation and administration. The QAV will review the range, storage and classroom, inventory of state-owned equipment, student satisfaction surveys and curriculum delivery. RiderCoaches are also observed during the presentation of a regularly scheduled course and are evaluated on providing consistent, current, safe curriculum that meets the Program standards. A Site QAV may be conducted by a RiderCoach Trainer or the Program Administrator.

A “RiderCoach” QAV is used to observe and evaluate RiderCoaches in both the classroom and range activities. Although the purpose of a RiderCoach review is primarily to evaluate RiderCoaches, site deficiencies may also be noted when appropriate. A RiderCoach QAV

may be conducted by a RiderCoach Trainer, the Program Administrator or a Quality Assurance Team member.

PROCEDURE - SITE QAV

Once the Program has selected a scheduled class for a QAV, the Program may notify the sponsor and ask for preliminary documents. Examples of documentation are statistics, proof of insurance, etc. Unannounced QAVs may also occur.

The RCT or Program Administrator will arrive prior to the start of the class to meet with the RiderCoaches and advise them of the purpose of the visit. The demeanor of the reviewer will be one of advisory and not adversarial. The reviewer will not interrupt any session except if there is an obvious and flagrant safety consideration which may result in injury to a participant or RiderCoach. If such a situation arises, the reviewer should immediately inform the RiderCoach of the action necessary to correct the problem.

Minimum observation requirements for the BRC are found in the BRC curriculum. They are Units 3 or 4 and, range exercises 1 thru 9 or 10 thru 17. The reviewer will also score the Skills Test alongside the class RiderCoach. Test scores should be identical. Minimum ERC observation requirements are Classroom Cards 2 thru 7 and range exercises 4 thru 7.

After completing the QAV the reviewer should briefly discuss the results with the RiderCoaches, citing both excellent and improvement areas. Suggested opportunities for improvement should also be discussed.

PROCEDURE – RIDERCOACH QAV

The RCT, Program Administrator or QA Team member will observe and evaluate RiderCoaches in class room and/or range performance. The RiderCoach Quality Assurance Visit will generally not exceed four hours. The purpose of a RiderCoach QAV is to ensure the RiderCoach is adhering to safety and curriculum requirements and to suggest ways to improve teaching techniques.

THE QUALITY ASSURANCE VISIT REPORT

A formal report must be written and provided to the Program within 10 days for both Site and RiderCoach Quality Assurance Visits. Areas of concern should be referenced as well as areas of excellence. When addressing areas of concern, specific performance observed vs. preferred performance, must be identified. Observations noted should be clear and concise with each representing specific issues on objectively based standards. Reviewers will use the approved Program report which provides both a narrative and summary statement. Reports containing only negative information can create a negative environment between the Program, sponsor, reviewer, RiderCoaches and students.

The Program Administrator will review the report and forward a copy, with cover letter, to the sponsor. If warranted, the report and letter will identify any corrective actions required by the sponsor. If corrective action is required for sponsor related deficiencies, a written response by the sponsor, after implementing corrective action, will normally be accepted as proof of correction. However, under certain circumstances additional QAVs may be required. Should non-compliance issues remain, the Program can resort to revocation of sponsor training approval.

RiderCoach deficiencies will also be noted. Depending on the severity of the issues, the Program can resort to a variety of remedial approaches, ranging from additional QAVs, mandatory refresher workshops, mandatory attendance at a RiderCoach Preparation course and progressive discipline up to and including revocation of the RiderCoach license.

LIMITATIONS

The QAV process has some limitations. The reviewer observes only a portion of the RiderCoach's teaching activity during selected parts of the class. Although the intent of the QAV is to improve the quality of the training and to assure compliance on the day of the visit, the process does not guarantee continued compliance with the Program standards.



QUALITY ASSURANCE PROGRAM

MISSION

To ensure all active RiderCoaches in the State are highly skilled, knowledgeable, and dedicated to facilitating rider training courses to the highest standards and effectiveness with a passion for excellence and continual improvement.

May 19, 2015

Objectives

To ensure RiderCoaches facilitate all aspects of the courses in accordance with MSF principles and Nevada Rider policies and procedures.

To ensure RiderCoaches administer knowledge tests and skill evaluations fairly and accurately to ensure compliance with the license testing waiver feature of the courses.

Through the use of MSF certified Quality Assurance Specialists (Team Members), provide quality, actionable feedback to RiderCoaches based on the principles outlined in the MSF RiderCoach Guide to improve their delivery of MSF courses offered in Nevada

To ensure each Nevada RiderCoach receives a minimum of one Quality Assurance Visit annually.

To be able to identify the level of competency of each RiderCoach. With this knowledge develop workshops to improve the skills, knowledge and delivery of MSF courses Statewide.

Maintain Quality Assurance Records in the MSF on-line application.

TEAM MEMBER RESPONSIBILITIES

Team Member responsibilities include but are not limited to:

1. The Quality Assurance Team Member is responsible for objectively observing and documenting the activities of RiderCoaches during the facilitation of MSF rider courses, noting both areas of excellence and areas where the RiderCoach may not have acted in accordance with MSF principles,

guidelines or requirements or within Nevada Rider policies and guidelines.

2. Submit reports in the MSF QA application within five days of the QAV.
3. If the Team Member believes a RiderCoach is in need of remedial action, he should advise the Program Administrator in a confidential communication.
4. Team Members shall conduct themselves in a professional, ethical and courteous manner that includes; appearance, appropriate language exhibiting positive verbal and written messages, positive interaction with others that is free of intimidation or threat consistent with the best interest of the Nevada Rider Program and its mission.

QAV Guidelines

The Program Administrator is responsible to develop the QAV schedule for Auditors and RiderCoaches.

Other RiderCoaches, family members or friends may not accompany the Team Member conducting a QAV

Team Members will primarily review adherence to the curriculum and MSF principles. If a RiderCoach appears to be struggling with some aspect of facilitating the course it is ok to give some suggestions of how you've seen other RiderCoaches handle certain situations.

Reference the principles in RiderCoach Guide and/or the Range Cards when discussing observed issues. Coaches must understand that you are not giving personal opinions but your comments are based on MSF Principles and Guidelines.

Everything you see, hear and talk about during a QAV is not to be discussed with other RiderCoaches. Spreading rumors will hurt your credibility and the credibility of the Nevada Rider Quality Assurance Program.

If major compliance issues are noted during a QA visit additional QA visits shall be conducted. Ideally a different Team Member will be used for those visits. However, the same Team Member may be used for up to two visits if staffing resources are limited.

If Team Members are conducting a follow-up or second Quality Assurance Visit because of previously identified issues with a particular RiderCoach or training site, contact the Program Administrator for background information from previous QA Visits.

QAVs may be classroom, range, skill evaluations or a combination of all three. Each QAV should last approximately four hours.

Conducting the QAV

Prior to the QAV the Team Member must communicate with the Training Provider Staff to determine if the class is still going to take place & obtain the names of the RiderCoaches scheduled to teach. If there is a change in RiderCoaches check with the Program Administrator to determine if those RiderCoaches are in need of a QAV.

Park only in designated parking area. If unsure where to park, ask a RiderCoach or the training site staff.

Arrive at least 20 minutes prior to the class scheduled start time.

Introduce yourself to the RiderCoach(es) prior to the class, explain the QA process (observe, document, and debrief) and how long you will be staying.

CLASSROOM PROTOCOL

The Team Member will objectively critique the RiderCoach on adherence to the curriculum and principles found in the RiderCoach Guide.

The Team Member should sit in an area to minimize distraction to the students and RiderCoaches.

The RiderCoach being reviewed must be debriefed during a break or after the classroom session has concluded.

RANGE PROTOCOL

The Team Member must adhere to the following guidelines during range visits:

1. Do not ever walk onto the range even during breaks unless invited.
2. Position yourself so there are no distractions to the students or the RiderCoaches during exercises even if you are unable to hear what is being discussed. Safety on the range is a priority.
3. You may briefly address RiderCoach questions as needed.
4. If a safety issue on the range is not being addressed or corrected you must address the issue with the RiderCoach as soon as

possible. Verbal or a non-verbal signals may be used (i.e. Visor not down).

5. After the QA session is completed the Team Member will meet with the RiderCoach(es) to debrief them on the findings. Both areas of excellence and areas of improvement must be addressed.
6. During the debrief period RiderCoaches must be given the opportunity to provide reasons for alleged non-compliance and to refute any negative findings. If after the explanation is given you determine the action was in accordance with MSF principles (*safe, efficient, effective*), then no documentation is necessary. If the determination is that the explanation is not sufficient or is not in accordance with MSF principles, advise the RiderCoach, document the issue in the QA report, and list the corrective measure.

Maintaining QA Team Member Certification

Maintain MSF and Nevada Rider RiderCoach Instructor certifications as well as a Quality Assurance Specialist certification

Adhere to QAS rules of professional conduct

Conduct a minimum of two QAVs each calendar year

Attend QAS specific Nevada Professional Development Workshops when scheduled

Attend at least one RiderCoach Professional Development Workshop annually

QA misconduct or violation of policies will result in the QA Team Member being removed from the Nevada Rider QA Team.

Administration

Auditors will be paid for their services through ManPower. It is the Team Member's responsibility to make sure ManPower has up to date documents on file to process payroll.

When each QA visit is completed the report must be submitted through the MSF QA on-line application within five days of the visit to be eligible for payment.

After submission the Program Administrator will review the report. At that time the Administrator may accept it as is, may ask for clarification or, may ask for a revision prior to becoming a part of the RiderCoach's record.

The Team Member must complete and submit a "payroll" form to the Nevada Rider office to be paid for their work. The Office will forward the form to the ManPower agency for processing the payroll.

If travel is required for meetings or to conduct a QA Visit more than 50 miles from your home, travel benefits will be paid based on allowable government rates (hotel reimbursement, mileage or air, and per diem)

Glossary

MSF – Motorcycle Safety Foundation

QA – Quality Assurance

QAS – Quality Assurance Specialist

QAV - Quality Assurance Visit

RiderCoach – MSF certified instructor

RCG – RiderCoach Guide

Team Member – A Quality Assurance Specialist that has been selected by the Nevada Rider Program Administrator to be one of the staff that conducts QAVs for the Program

SECTION 9. BASICS FOR EMERGENCIES

Introduction: It is better to respond early to a situation than to react at the last second in an emergency. We live in an imperfect world and people make mistakes. While avoiding an emergency situation in the first place is a goal, it is also a wise idea to have good crash avoidance skills in case you need them.

BRAKING SYSTEMS

Motorcycles typically have a front brake lever to apply the front brake and a rear brake pedal to apply the rear brake. Check your motorcycle owner's manual to see if your motorcycle has any of the following special braking systems:

- Combined or linked brakes: Braking force is applied to both wheels when either control is used. The degree of braking force varies by design.
- Integrated brakes: When the rear brake pedal is pressed, some braking force is applied to the front brake.
- Anti-lock braking system (ABS): Keeps the wheels from locking (skidding) when too much brake pressure is applied.

EMERGENCY STOP IN A STRAIGHT LINE

Making an emergency stop is an important skill. Practice often in a safe area. Use lower speeds and less-than-maximum pressure on the controls when developing your skill. Start your practice at low speeds.

The best way to achieve the shortest braking distance is to use the controls in a way that produces maximum braking pressure at the front and rear brakes simultaneously without skidding either wheel. Squeeze the clutch lever, and use the brake controls at the same time. Keep your body centered and look ahead. Squeeze your legs against the gas tank to keep from sliding forward on the seat. Adjust your braking pressure as the weight of the motorcycle transfers forward by using less pressure on the rear brake pedal and more pressure on the front brake lever.

The ability to use the brakes fully without producing a skid is called threshold braking. This kind of braking takes a special feel for the controls. It is important to squeeze, not grab, the front brake lever and press, not jab, the rear brake pedal. Remember that surface conditions may affect how much pressure you can use, and you want to be ready to adjust the pressure for best results.

EMERGENCY STOP IN A CURVE

Making an emergency stop in a curve requires effective use of available traction for both leaning and braking. Some traction is used for cornering, so you should generally use less brake pressure in a curve than when braking in a straight line. Basically, you have two choices. One is to straighten up first and make a quick stop in a straight line. The other is to apply some brake pressure while leaned and increase brake pressure as the motorcycle straightens up.

If you decide to straighten up first, there must be enough space to complete the stop. If road and traffic conditions permit, straighten the motorcycle first and square the handlebars (center the steering) before applying the brakes.

If you use brake pressure while the motorcycle is leaned, apply the brakes with progressive smoothness as the lean angle is reduced, apply more brake pressure. It is best to have the motorcycle straight up, with the handlebars square, at the end of a stop.

FRONT TIRE SKID

Too much front brake pressure can produce a skid. To keep from skidding, use the front brake lever with a progressive squeeze. If the front brake lever is quickly squeezed before weight transfers forward, the wheel can stop turning and the front tire will skid. The result is a sudden loss of control. If a front tire skid occurs, you must release the front brake lever to get the front wheel rolling again. Then apply the brake again if needed. Improper use of the front brake could cause a fall.

REAR TIRE SKID

When slowing quickly, weight increases on the front tire and lightens on the rear tire. You have to use less pressure so the rear tire does not skid.

SECTION 9. BASICS FOR EMERGENCIES

A rear tire skid can be straight or it can cause the back of the motorcycle to skid sideways. If the back moves sideways, keep pressure on the rear brake pedal so the wheel continues to skid, and maintain balance to stay upright. Keep your head and eyes up. Your path of travel will remain in the direction you were going when the skid began.

If the rear wheel is nearly in line with the front wheel, you can release the rear brake pedal and then reapply it as needed. Do not release the rear brake pedal when the rear wheel is not in line with the front wheel. If the rear wheel stops skidding and starts to roll, the motorcycle will quickly straighten and you can be thrown off in front of the motorcycle. This is called a high-side fall or crash.

SWERVING

Swerving refers to an emergency procedure where you change direction quickly to the right or left, whether you are going straight or in a curve. There must be good traction and a clear path. Swerving skillfully requires practice.

Do not brake while making an aggressive swerve. Any braking, even engine braking, while making a swerve may cause the tires to lose traction. If you can slow before swerving, do so and release the brakes before starting the swerve.

Swerving on a Straight Road

Your initial press should be firm enough to cause the motorcycle to lean quickly. Allow the motorcycle to lean independently beneath you. Keep your torso upright, knees against the tank, feet on the footrests, and look toward your clear path. Do not look at what you are trying to miss, and have a clear path for the swerve back.



Swerving in a Curve

Swerving in a curve requires similar steering inputs to swerving on a straight road, but additional traction must be available. If the initial swerve is in the same direction as the motorcycle's lean, more lean angle is needed. If the swerve is in the opposite direction of the motorcycle's lean, a much greater lean angle is needed to recover after the initial swerve.



THE BRAKE OR SWERVE DECISION

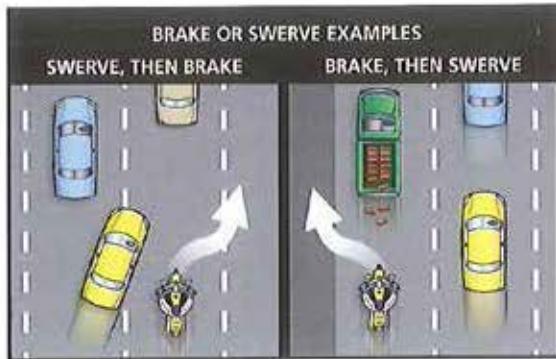
The decision whether to brake first or swerve first in an emergency is critical. You need excellent Search skills so you can effectively Evaluate and use your escape options. Keep in mind an escape option can change quickly if the hazard is moving. For example, a car pulling out in front of you could continue in its path or it could stop right in front of you.

If you brake without enough distance to stop, you would crash at a reduced speed. If you swerve without slowing and do not have enough space to avoid the hazard, you would crash at your original speed.

Here are examples that require a quick decision and action.

When going straight: A car backs out of a driveway. Would you brake or swerve? Would you do the same for a child chasing a ball into the street?

When in a curve: You notice an obstacle is in your intended path. Would you have enough space to straighten and then brake before continuing around it? If you brake while leaned over, is there enough space to swerve and recover?



Revision Date: 3/30/15

MEDIA CALENDAR COLOR KEY												
OCCUPANT PROTECTION (CIOT)											MOTOR COACH / WORK ZONE SAFETY	
IMPAIRED DRIVING											DISTRACTED DRIVING / FOCUS ON THE ROAD	
MOTORCYCLE SAFETY											BICYCLE SAFETY	
PEDESTRIAN SAFETY											SPEED / AGGRESSIVE DRIVING / RIDING	
											Earned Media (No Paid, PR & Outreach)	
NDPS & NDOT FY15 MEDIA CALENDAR	OCTOBER '14	NOVEMBER '14	DECEMBER '14	JANUARY '15	FEBRUARY '15	MARCH '15	APRIL '15	MAY '15	JUNE '15	JULY '15	AUGUST '15	SEPTEMBER '15
	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26	2 9 16 23	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24 31	7 14 21 28
NHTSA Traffic Safety Calendar												
Joining Forces Enforcement Calendar												
OTS Motorcycle Safety Fall	MOTORCYCLE											
OTS Impaired Halloween	IMP											
OTS CIOT Local	CIOT											
NHP CES Seat Belt Safety	SEAT BELT											
OTS Impaired Holiday		IMPAIRED										
OTS Impaired Super Bowl			IMP									
NHP CES Badge On Board				BOB								
RTC Southern Nevada Pedestrian Safety					PEDESTRIAN SAFETY							
OTS Pedestrian Safety						PEDESTRIAN SAFETY						
OTS Impaired St. Patrick's Day (TBD)						IMP						
OTS Distracted Driving							DISTRACTED					
NDOT Focus on the Road								FOCUS				
OTS Motorcycle Safety Spring - South									MOTORCYCLE			
OTS CIOT National									CIOT			
NDOT Bicycle Safety										BICYCLE		
OTS Impaired 4th July (TBD)										IMP		
OTS Motorcycle Safety Summer - North										MOTORCYCLE		
OTS Pedestrian Safety Summer											PEDESTRIAN SAFETY	
OTS Motorcycle Safety Summer - North & South												MOTORCYCLE
OUTREACH												

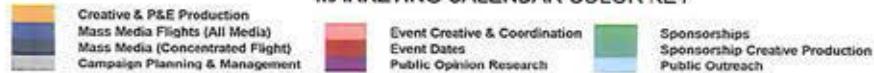
NDPS OTS 2014 Advertising Plan



MARKETING CALENDAR COLOR KEY

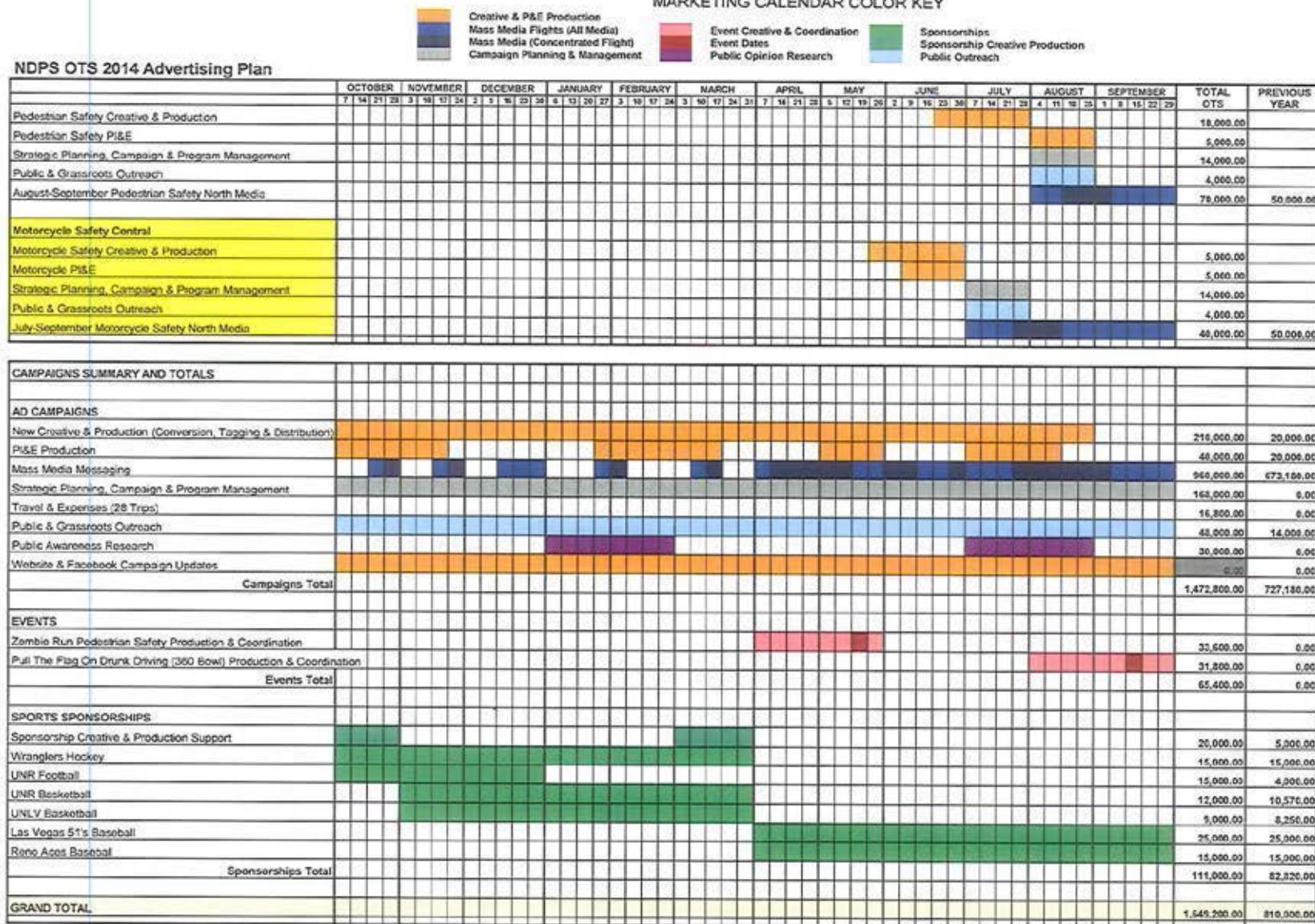
NDPS OTS 2014 Advertising Plan

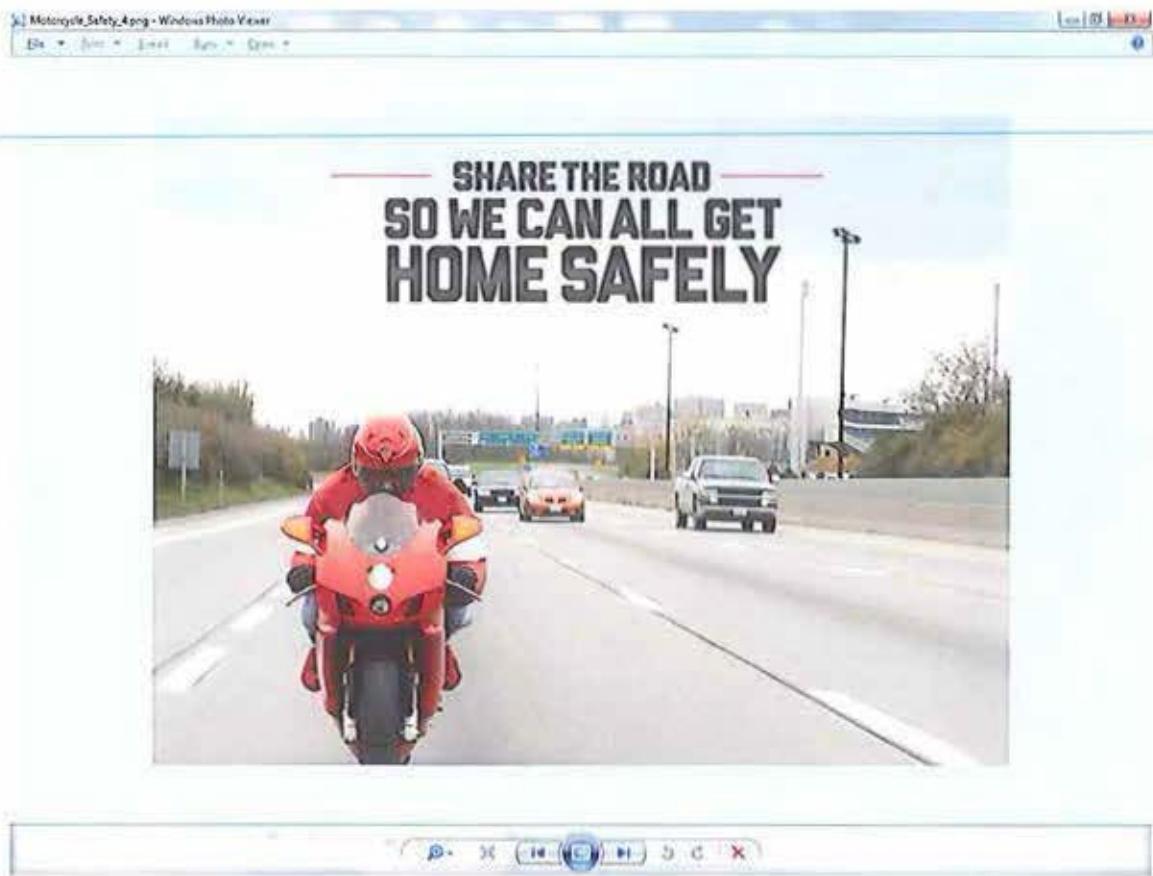
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	TOTAL OTS	PREVIOUS YEAR	
Distracted Driving Creative & Production	7	14	21	28	3	10	17	24	2	9	16	23	30	15,000.00	
Distracted P&E														10,000.00	
Strategic Planning, Campaign & Program Management														14,000.00	
Public & Grassroots Outreach														4,000.00	
April Distracted Driving Media														150,000.00	110,715.00
Wranglers Hockey Part 3														5,000.00	
UNR Basketball Part 2														6,000.00	
Reno Aces Baseball Creative & Production														4,000.00	
Reno Aces Baseball Part 1														5,000.00	
Las Vegas 51's Baseball Part 2														10,000.00	
Pedestrian Safety South															
Pedestrian Safety Creative & Production														60,000.00	
Strategic Planning, Campaign & Program Management														14,000.00	
Public & Grassroots Outreach														4,000.00	
April-June Pedestrian Safety South Media														110,000.00	80,000.00
May Vegas Zombie Run Event Coordination														16,000.00	
May Vegas Zombie Run Creative & Production														15,000.00	
Las Vegas 51's Baseball Part 3														5,000.00	
Reno Aces Baseball Part 2														5,000.00	
July Independence Day Impaired Driving															
Impaired Driving Creative & Production														10,000.00	
Impaired P&E														5,000.00	
Strategic Planning, Campaign & Program Management														14,000.00	
Public & Grassroots Outreach														4,000.00	
July Impaired Driving Media														80,000.00	120,000.00
Post-Campaign Public Awareness Research Part 2														15,000.00	
September Pull The Flag Event Coordination														16,000.00	
September Pull The Flag Creative & Production														15,000.00	
Las Vegas 51's Baseball Part 4														5,000.00	
Reno Aces Baseball Part 3														5,000.00	
Motorcycle Safety South															
Motorcycle Safety Creative & Production														5,000.00	
Strategic Planning, Campaign & Program Management														7,000.00	
Public & Grassroots Outreach														2,000.00	
April-June Motorcycle Safety South Media														35,000.00	60,000.00
Motorcycle Safety Rural															
Motorcycle Safety Creative & Production														5,000.00	
Strategic Planning, Campaign & Program Management														7,000.00	
Public & Grassroots Outreach														2,000.00	
June Motorcycle Safety South Media														30,000.00	0.00
Pedestrian Safety Rural															
No Scheduled Media														0.00	0.00
Pedestrian Safety Central															





MARKETING CALENDAR COLOR KEY





EXPLORE THE OPEN ROAD



>> PLAN YOUR ROUTE <<

TAKE YOUR RIDING
TO THE **NEXT LEVEL**

>>> GET TRAINED

Nevada Rider

DON'T TAKE THE
CHANCE

Nevada Rider



WEAR ALL THE GEAR. ALL THE TIME.

>>> LEARN WHY <<<

WEAR A DOT-COMPLIANT
HELMET
IN NEVADA. IT'S THE LAW.

Nevada Rider

>>> LEARN MORE <<<

SHARE THE ROAD
SO WE CAN ALL GET
HOME SAFELY

Nevada Rider



>>> LEARN MORE <<<

2 WHEELS. 1 LIFE.
SLOW DOWN

LEARN MORE



Nevada Rider
ZERO Fatalities

SPEED

DON'T LET IT BE A KILLER



In Nevada, if you exceed the Nevada speed limit, you could get a ticket. So, when you're riding, wear your gear, wear all the protective gear, cross arm ride to stop suddenly and remember, sharing lanes is legal. Make zero your goal.

zero Fatalities

and Safe Nevada

Nevada Rider | nevadarider.org | 800.882.5423 | 775.687.5423

Complete List of Counties in the State		Training Site Information by County													
		No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14
Carson City	2,352	1			x	x	x	x	x	x	x	x	x	x	x
Churchill	970	1													
Clark	38,393	1			x	x	x	x	x	x	x	x	x	x	x
Douglas	2,808	1													
Elko	1,866	1			x	x	x	x	x	x	x	x	x	x	x
Esmeralda	48	1													
Eureka	66	1													
Humboldt	727	1			x	x									
Lander	220	1													
Lincoln	104	1													
Lyon	2,665	1			x	x	x	x	x	x	x	x	x	x	x
Mineral	157	1													
Nye	1,979	1													
Pershing	163	1													
Storey	356	1													
Washoe	15,064	1			x	x	x	x	x	x	x	x	x	x	x
White Pine	275	1													
TOTALS	61,224	6,989	7	10											
		(With)	(Without)	(With)	(Without)										

PPBH File Server\Clients\NOTS_Prof Services\Jobs\FY15\6684 2016 Highway Safety Plan\Assets\Appendix D\[23 NV_FY16_405f_Exh_9
FY15 Training.xls]Sheet1

Exhibit NV_FY16_405f_Exh_10

Collaboration

Effective September, 2014 Motorcycle Safety was incorporated into the Strategic Highway Safety Plan as a separate Critical Emphasis Area (CEA).

The CEA Team includes representatives from:

Department of Transportation
Department of Public Safety – Office of Traffic Safety
Military and College Training Providers
Motorcycle Clubs and Riding Organizations
Several Law Enforcement Agencies
Federal Highway Administration
Private Sector Insurance Company
Motorcycle Dealer
League of Cities and Municipalities
Nevada Rider Motorcycle Safety Program
Motorcycle Safety Instructors

This multi-disciplinary team meets bi-monthly to work on motorcycle safety strategies and activities that will be incorporated into the next update to the State's Strategic Highway Safety Plan.

The 2015 bi-enniel Nevada Safety Summit included a Motorcycle Safety Forum. Over 120 participants attended the Forum to hear various presenters speak on motorcycle safety. Participants included riders, motorcycle instructors, representatives from the Departments of Transportation and Public Safety, Law Enforcement, motorcycle riding groups and trauma centers. Many of the attendees participated in smaller breakout groups to work on motorcycle safety strategies and activities to be incorporated into the Strategic Highway Safety Plan.

Media Communication

Both **NDOT** and **NDPS/OTS** have similar traffic safety educational outreach and advertising objectives. In order to maximize the benefits of their efforts, we have each agreed to pool FEDERAL highway funds allocated to Nevada for educational outreach and advertising to benefit the state in many ways. The most significant ways include:

More effective use of funds. By combining public outreach and advertising budgets, NV will be able to get lower advertising rates from media vendors. Buying advertising space in bulk is less expensive, reaches more people and reaches them more frequently than placing small separate media buys throughout the year.

Less duplication of efforts. Both agencies will be more efficient at providing safe driving messages to the public at events and through advertising messages because they will be working together rather than running separate campaigns.

Consistent messaging. By using the same advertising messages and visuals, the public will see and remember Nevada's safe driving messages better.

Combined pool of advertising messages. Nevada will be able to produce new advertising messages (or leverage existing messages) that meet the needs of both agencies. For example, motorcycle **"Share the Road"** safety messages are included in the Zero Fatalities campaign from Nevada's SHSP.

[4/20/2015](#)

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR,
NDOT TRAFFIC ENGINEERING, FHWA, LVMPD, RENO PD.

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)

SUBJECT: FATAL CRASHES AND FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

	CURRENT		SAME DATE LAST YEAR		# CHANGE	
	Crashes	Fatals	Crashes	Fatals	Crashes	Fatals
12/31/2014	1	1	12/30/2013	2	2	-1
MONTH	19	21	MONTH	17	18	2
YEAR	268	291	YEAR	245	266	23
						25

CRASH AND FATAL COMPARISON BETWEEN 2013 AND 2014, AS OF CURRENT DATE.

COUNTY	2013 Crashes	2014 Crashes	% Change	2013 Fatalites	2014 Fatalities	% Change	2013 Alcohol Crashes	2014 Alcohol Crashes	% Change	2013 Alcohol Fatalities	2014 Alcohol Fatalities	% Change
CARSON	4	4	0.00%	5	5	0.00%	1	1	0.00%	2	1	-50.00%
CHURCHILL	1	4	300.00%	1	4	300.00%	0	0	0.00%	0	0	0.00%
CLARK	179	164	-8.38%	190	175	-7.89%	59	41	-30.51%	62	45	-27.42%
DOUGLAS	6	3	-50.00%	6	3	-50.00%	1	0	-100.00%	1	0	-100.00%
ELKO	5	10	100.00%	7	13	85.71%	1	5	400.00%	1	8	700.00%
ESMERALDA	2	2	0.00%	2	3	50.00%	0	0	0.00%	0	0	0.00%
EUREKA	2	4	100.00%	3	5	66.67%	1	1	0.00%	1	1	0.00%
HUMBOLDT	2	9	350.00%	3	10	233.33%	0	0	0.00%	0	0	0.00%
LANDER	0	3	300.00%	0	3	300.00%	0	1	100.00%	0	1	100.00%
LINCOLN	5	3	-40.00%	5	3	-40.00%	2	0	-100.00%	2	0	-100.00%
LYON	4	10	150.00%	6	12	100.00%	2	4	100.00%	4	4	0.00%
MINERAL	3	0	-100.00%	3	0	-100.00%	1	0	-100.00%	1	0	-100.00%
NYE	8	10	25.00%	11	11	0.00%	2	2	0.00%	2	2	0.00%
PERSHING	2	4	100.00%	2	4	100.00%	0	1	100.00%	0	1	100.00%
STOREY	0	2	200.00%	0	2	200.00%	0	0	0.00%	0	0	0.00%
WASHOE	19	36	89.47%	19	38	100.00%	4	10	150.00%	4	11	175.00%
WHITE PINE	3	0	-100.00%	3	0	-100.00%	2	0	-100.00%	2	0	-100.00%
YTD	245	268	9.39%	266	291	9.40%	76	66	-13.16%	82	74	-9.76%
TOTAL 13	245	----	9.4%	266	----	9.4%	76	----	-13.16%	82	----	-9.76%

2013 AND 2014 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2013 AND 2014, AS OF CURRENT DATE.

COUNTY	2013 Vehicle Occupants	2014 Vehicle Occupants	% Change	2013 Peds	2014 Peds	% Change	2013 Motor-Cyclist	2014 Motor-Cyclist	% Change	2013 Bike	2014 Bike	% Change	2013 Other moped,at v	2014 Other moped,at v
CARSON	3	1	-66.67%	2	1	-50.00%	0	3	300.00%	0	0	0.00%	0	0
CHURCHILL	0	3	300.00%	0	0	0.00%	1	1	0.00%	0	0	0.00%	0	0
CLARK	84	75	-10.71%	54	52	-3.70%	42	38	-9.52%	5	4	-20.00%	5	6
DOUGLAS	4	1	-75.00%	1	1	0.00%	0	1	100.00%	1	0	-100.00%	0	0
ELKO	7	13	85.71%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
ESMERALDA	2	3	50.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	1	5	400.00%	2	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	3	7	133.33%	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	1
LANDER	0	2	200.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	4	3	-25.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
LYON	4	6	50.00%	0	3	300.00%	1	2	100.00%	1	1	0.00%	0	0
MINERAL	2	0	-100.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
NYE	8	8	0.00%	1	1	0.00%	2	2	0.00%	0	0	0.00%	0	0
PERSHING	1	4	300.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	0	1	100.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
WASHOE	5	15	200.00%	8	12	50.00%	6	6	0.00%	0	3	300.00%	0	2
WHITE PINE	3	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
YTD	131	147	12.21%	69	72	4.35%	54	55	1.85%	7	8	14.29%	5	9
TOTAL 13	131	----	12.21%	69	----	4.35%	54	----	1.85%	7	----	14.29%	5	----

Total 2013 266

2009-2013 Nevada Fatal Injury and Serious Crashes

<u>County</u>	<u># Crashes</u>	<u>%</u> <u>By County</u>
CARSON CITY	22	2%
CHURCHILL	8	1%
CLARK	868	71%
DOUGLAS	32	3%
ELKO	15	1%
ESMERALDA	1	0%
EUREKA	2	0%
HUMBOLDT	8	1%
LANDER	5	0%
LINCOLN	7	1%
LYON	22	2%
MINERAL	3	0%
NYE	32	3%
PERSHING	1	0%
STOREY	11	1%
WASHOE	173	14%
WHITE PINE	8	1%
Grand Total	1218	100%

Source: Nevada Department of Transportation

Brian Sandoval
Governor



James Wright
Director

Jackie Muth
Deputy Director

Director's Office

555 Wright Way
Carson City, NV 89711-0525

DATE: May 26, 2015

TO: Bill Watada, Regional Administrator
NHTSA Region VIII Office

FROM: James Wright, Director
Governor's Representative for Highway Safety

RE: Motorcyclist Awareness Program

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

As the Governor's Representative and Director of the Department of Public Safety, I have designated Traci Pearl, Division Administrator of the DPS-Office of Traffic Safety as the State of Nevada's Highway Safety Coordinator (HSC).

Nevada's HSC maintains the responsibilities of the Highway Safety Act of 1966 and is authorized under 23 CFR 1251 in the planning, managing, evaluating, administering, and reporting of transportation funds granted to the state, and subsequently awarded to local agencies for traffic safety grant projects. This includes problem identification, choosing the best countermeasure to the problem, and educating the public on the problem and how to prevent it. These same principles are applied to the Motorcycle Safety Program, for which the Office of Traffic Safety has conducted motorcycle awareness and media campaigns annually for the last several years, along with concentrated efforts during the state's motorcycle rallies, for motorists to 'watch out for motorcycles'. This includes paid media (TV, radio, billboards) as well as earned media/outreach.

As the Governor's Representative and Director of the Department of Public Safety, I will continue to oversee and maintain ultimate responsibility for Nevada's Motorcyclist Awareness Program.

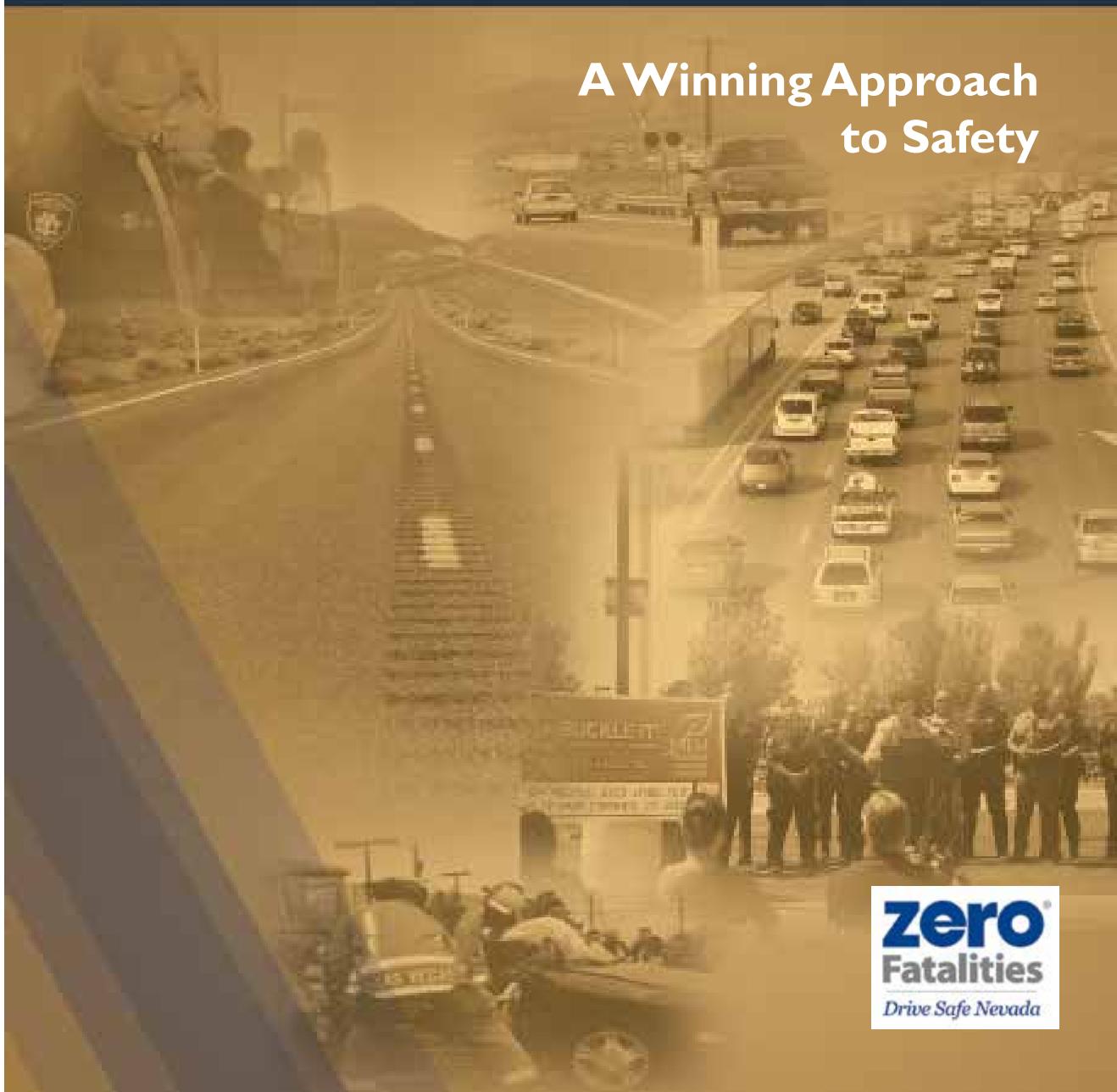
Sincerely,

James Wright, Director
Nevada Department of Public Safety

Administrative Services • Capitol Police • Criminal Justice Assistance • Emergency Management • Homeland Security
Emergency Response Commission • State Fire Marshal • Investigations • Highway Patrol • Office of Traffic Safety • Parole and Probation
Records and Technology • Board of Parole Commissioners • Training • Office of Professional Responsibility

The 2011-2015 Nevada Strategic Highway Safety Plan

A Winning Approach
to Safety



2011-2015 Nevada Strategic Highway Safety Plan

The 2011-2015 Nevada Strategic Highway Safety Plan

A Winning Approach to Safety

June 2011

Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712
www.drivesafenv.com

2011-2015 Nevada Strategic Highway Safety Plan

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Special acknowledgements also go to Chuck Reider and Traci Pearl for their leadership of the process and their on-going commitment to transportation safety.

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Executive Summary

Highway traffic crashes are one of the nation's leading causes of death. There are an annual average of more than 30,000 traffic deaths in the U.S. and 325 traffic deaths in Nevada.

Nevada Strategic Highway Safety Plan

Based on Federal guidance, the Nevada Department of Transportation (NDOT) and Nevada Department of Public Safety, along with numerous other safety partners, finalized and adopted the Nevada Strategic Highway Safety Plan in 2006.

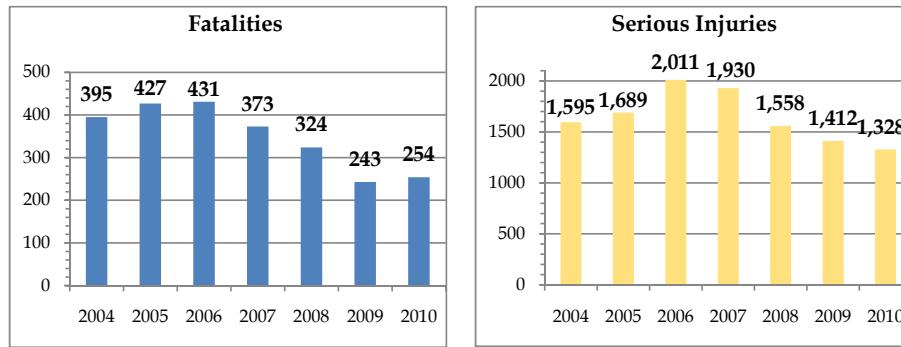
The Nevada SHSP identified five Critical Emphasis Areas (CEAs) where there were a relatively high number of fatalities:

- Impaired Driving
- Seat Belts
- Intersections
- Lane Departures
- Pedestrians

Using the 4Es of Safety (enforcement, engineering, education, and emergency medical services), multidisciplinary groups identified 20 strategies supporting the five CEAs.

Traffic Safety Successes

Since the establishment of the Strategic Highway Safety Plan, annual Nevada traffic fatalities have declined from 431 in 2006 to 254 in 2010, with a corresponding decline in serious injuries. It should be noted that 2008 and 2009 serious injury data is incomplete due to data availability.



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A New Goal: Updating the Nevada Strategic Highway Safety Plan

While fewer traffic deaths are a positive sign of progress, one fatality is one too many.

To further save lives, Nevada in 2010 adopted a Zero Fatalities goal. This goal is consistent with the national Toward Zero Deaths strategy sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), American Association of State Highway and Transportation Officials (AASHTO), and the Governors Highway Safety Association (GHSAs).



To reach our Zero Fatalities goal, Nevada needed to update the 2006 SHSP in the following ways:

- Review data to confirm that Nevada remains focused on the traffic safety problems that cause the greatest number of fatalities and serious injuries, as well as those where the opportunity is greatest for improvement.
- Establish interim goals to reduce traffic-related fatalities and serious injuries to one-half of year 2008 levels by 2030.

To achieve the interim goal, Nevada will need to:

- Reduce annual fatalities from the baseline five-year (2004-2008) average of 390 to 328 by 2015.
- Reduce annual serious injuries from the baseline five-year (2004 to 2008) average of 1,757 to 1,409 in 2015.

Critical Emphasis Areas

The analysis of crash data for the SHSP update concluded that the SHSP critical emphasis areas should remain:

- Impaired Driving
- Seat Belts
- Intersections
- Lane Departures
- Pedestrians

Documented in this update are 19 strategies and accompanying actions to continue to reduce crashes, and fatal and serious injury crashes. This plan also includes measurable objectives to track the progress of each strategy and action step. This document provides a summary of the emphasis areas and strategies that will guide Nevada's traffic safety efforts over the next five years.

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Background

The American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) developed Strategic Highway Safety Plans (SHSP) to present an improved process to reduce fatal and life-changing injury crashes. These plans encouraged states to develop their own SHSPs that are comprehensive, systematic, integrated, stakeholder-involved, data-driven, and proactive. The FHWA asked states to address key objectives of setting a safety goal, identifying the highest priority safety strategies, and analyzing safety investment practices to determine effective methods to achieve adopted goals.

Nevada's SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing fatalities and serious injuries on all public roads. The SHSP establishes statewide goals and critical emphasis areas developed in consultation with Federal, state, local, and private-sector safety stakeholders.

The goal of the SHSP is to reduce motor vehicle crashes and the resulting fatalities and serious injuries by combining and sharing resources across disciplines and targeting efforts to the areas of greatest need. Nevada enlisted state, local, and Federal agencies; institutions; private-sector firms; and concerned citizens to help solve this problem.

Nevada's efforts to develop an SHSP began with Nevada Department of Transportation (NDOT) Director Susan Martinovich instructing NDOT Safety Engineering to prepare an SHSP, which started in 2004, when the office formed the Technical Working Group (TWG). The formation of the Nevada Executive Committee on Traffic Safety (NECTS) followed in September 2005.

The role of the NECTS in the development of the Nevada SHSP was to provide guidance, approve the document, and help gain consensus at a high level among the many local, state, and Federal agencies with a stake in traffic safety. The TWG, which met for the first time on October 7, 2004, was also a multiagency group comprised of traffic safety representatives that supported the activities of the NECTS by providing data and information needed to make decisions and initial recommendations, and ensured the implementation of NECTS decisions.

To help the State focus its highway safety efforts in areas where they can be the most effective, Nevada identified the emphasis areas where there was a relatively high number of fatalities. The identification of five Critical Emphasis Areas (CEAs) occurred at Nevada's first safety summit held on June 16 to 17, 2004. These areas included the following:

1. Making walking and street crossing safer;
2. Reducing impaired driving;

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3. Increasing seat belt usage;
4. Improving the design and operation of highway intersections; and
5. Keeping vehicles on the roadway (later expanded to include all areas of lane departure crashes (i.e., minimizing the consequences of leaving the road and reducing head-on and across-median crashes)).

In addition to approving the CEAs, the NECTS also determined the statewide safety goal for the first SHSP, which was set at a 33-percent reduction in the State's traffic fatality rate from 1.91 fatalities per 100 million vehicle miles (MVM) traveled in 2003 to 1.27 fatalities per 100 MVM by 2008, which would save an estimated 100 lives per year.

At the second safety summit, held on November 7 to 8, 2005, multidisciplinary groups reviewed and prioritized strategies from the National Cooperative Highway Research Program (NCHRP) Report 500 series, and organized them into the 4Es of safety as follows:

Enforcement

- Conduct highly publicized Driving Under the Influence (DUI) checkpoints;
- Seize vehicle/license plate for DUI offenses;
- Conduct highly publicized seat belt enforcement campaigns and pass a primary seat belt law;
- Enforce pedestrian laws at high crash areas; and
- Evaluate implementing automated enforcement.

Engineering

- Keep vehicles in their lane;
- Flatten slopes and remove roadside objects;
- Increase pedestrian safety by constructing sidewalks, refuge islands, and upgrading signals;
- Develop access management programs;
- Construct intersection geometric improvements;
- Increase intersection awareness with traffic control devices; and
- Provide for traffic signal upgrades and improvements.

Education

- Supply information on how to maintain vehicles on the roadway;
- Conduct public service campaigns to reduce impaired driving;
- Provide subsidized transportation to/from bars, hotels, etc.; and
- Conduct pedestrian safety education.

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Emergency Medical Services

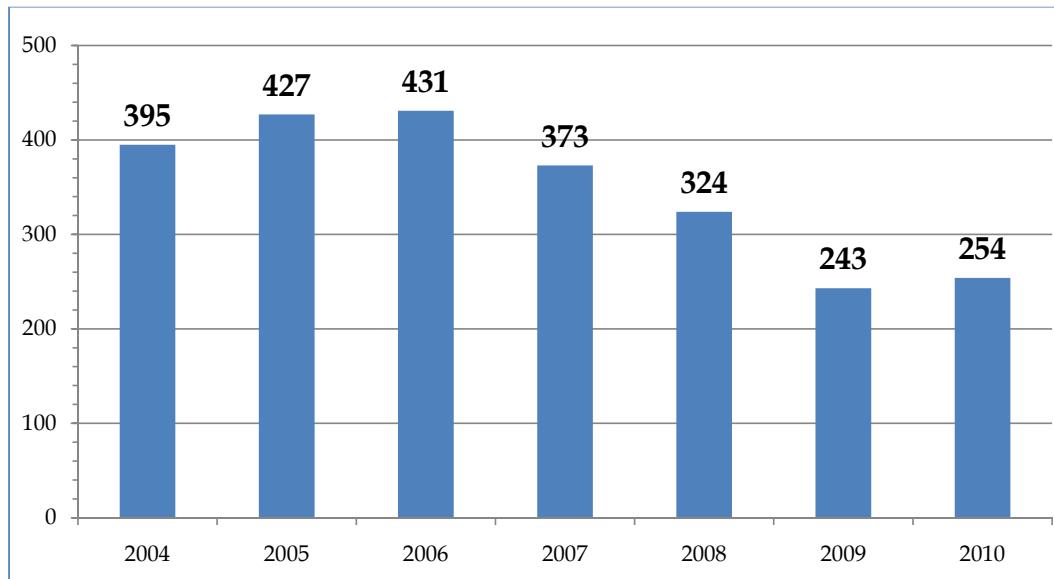
- Conduct first responder training for state patrol, maintenance workers, etc.; and
- Provide ITS technology to reduce response times.

Data Systems

- Improve ability to perform data analysis across agencies; and
- Develop criteria to identify high pedestrian crash locations and crosswalk placement guidelines.

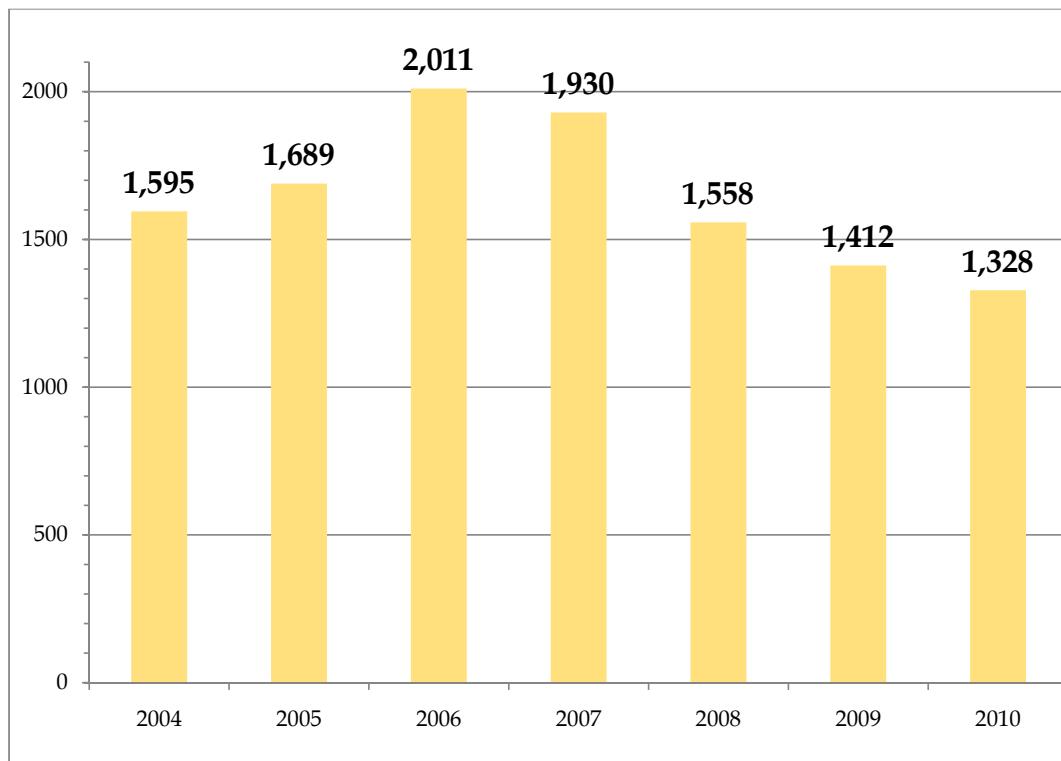
The SHSP has been an effective tool in Nevada resulting in tremendous decreases in fatalities and serious injuries. Figures 1 and 2 show the progress Nevada has achieved in reaching and exceeding the original SHSP goal. Since 2004, traffic-related fatalities in Nevada have dropped by 36 percent from 395 in 2004 to 254 in 2010. Serious injuries show a decrease of 34 percent from a high of 2,011 in 2006 to 1,328 in 2010. Note the serious injuries data was partially incomplete in 2008 and 2009.

Figure 1. Nevada Fatalities



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Figure 2. Nevada Serious Injuries



Accomplishments

Nevada has achieved results through the hard work and dedication of hundreds of safety stakeholders, including transportation engineers and planners, law enforcement officers, emergency medical services personnel, and specialists in behavioral education and outreach. The following are some of the major accomplishments achieved by the plan since it was officially launched:

- Approved funding for five behavioral safety-related projects in fiscal year 2009 under the State's Highway Safety Improvement Program's (HSIP) flex funding option, and approved HSIP funding for two data projects in fiscal year 2010;
- Established a comprehensive, broad-based Nevada Seat Belt Coalition to provide education, buy-in, and support for a primary seat belt law;

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- Achieved substantial reductions in alcohol-related motor vehicle fatalities from a high in 2000 of 7.91 per 100,000 population to 4.89 in 2007;
- Implemented a Teen Click It or Ticket program;
- Formed a partnership between the NDOT and the Nevada Department of Public Safety's Office of Traffic Safety (OTS) to coordinate messages on DOT dynamic message signs for major OTS traffic safety campaigns, such as "*Click It or Ticket*" and "*Drunk Driving – Over the Limit, Under Arrest*";
- Expanded the use of roadway safety audits and involved over 60 transportation and road safety experts;
- Implemented 2,800 miles of center-line rumble strips on two-lane roadways throughout Nevada to reduce the potential for lane departure and head-on crashes;
- Initiated new policies and standards in Washoe County to consider a roundabout first when developing new or existing intersection control projects and to include intersection/road name ahead signs at all major intersections;
- Improved pedestrian safety by providing targeted overtime funding for law enforcement initiative to cite noncompliant motorists; and
- Conducted data review and identified a hazardous location in Las Vegas area (Lake Mead Boulevard east of Civic Center Drive), installed median improvements, and conducted an enforcement sting.

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SHSP Organizational Structure

Throughout the initial SHSP process and during the plan update, NECTS members led the effort. Members of the Committee include the following:

- NDOT;
- Nevada Department of Public Safety:
 - Office of Traffic Safety, and
 - Nevada Highway Patrol;
- Nevada Department of Motor Vehicles;
- Nevada Department of Health and Human Services;
- Nevada Department of Education;
- RTC Southern Nevada;
- RTC Washoe County;
- Safety Administration;
- Nevada Sheriffs and Chiefs;
- Nevada Association of Counties;
- Nevada League of Cities;
- Administrative Office of the Courts;
- U.S. Department of Transportation:
 - Federal Highway Administration, and
 - Federal Motor Carrier Safety Administration; and
- National Highway Traffic.

Supporting the efforts of the NECTS is the TWG, the CEA teams, and the newly created Data Team and Strategic Communications Alliance (SCA). Figure 3 is an organizational chart showing the relationship of these SHSP entities.

Roles and Responsibilities

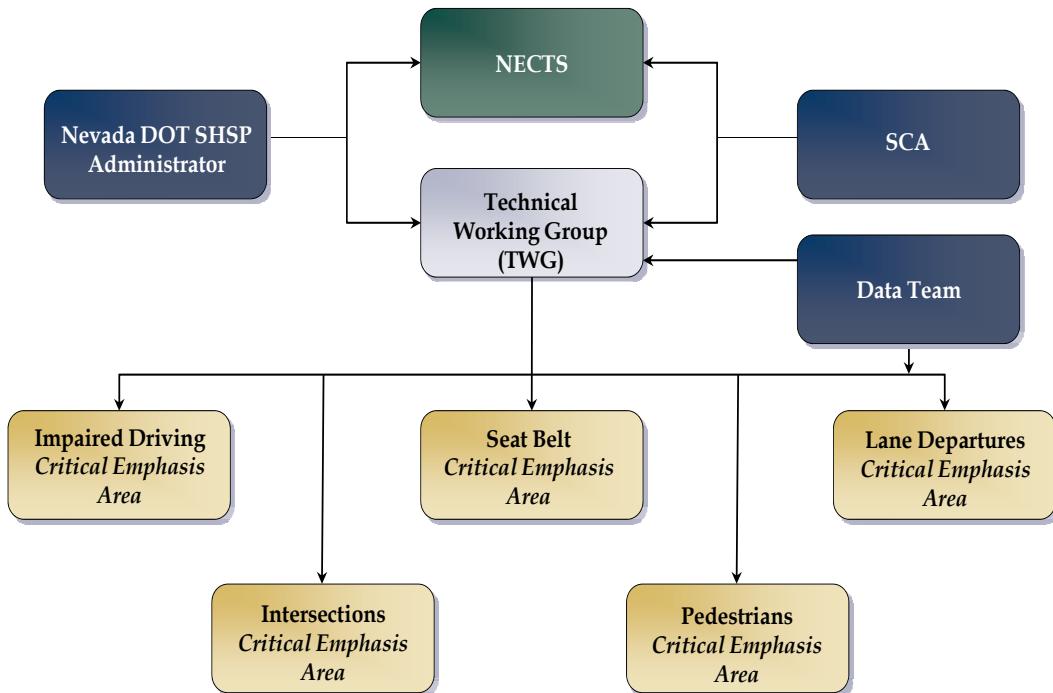
To keep the SHSP process moving forward, Nevada established specific roles and responsibilities for each of the entities involved in the plan. A description of those roles is shown below.

Nevada Executive Committee for Traffic Safety

- Establishes SHSP policies and procedures, reviews progress, provides advice and guidance, addresses challenges, and removes barriers;
- Provides support and assistance to specific SHSP strategies as appropriate; and
- Consults the SHSP when updating agency or organization plans and programs and shares progress on safety initiatives.

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Figure 3. SHSP Organizational Chart



Technical Working Group

- Reviews progress in each of the CEAs;
- Provides assistance, when appropriate, to overcome barriers or solve problems;
- Provides recommendations to the NECTS on all major SHSP initiatives, such as the Highway Safety Improvement Program (HSIP) and flex projects, updating of the plan, new or revised goals, changes in CEA leadership, etc.;
- Receives updates on SHSP-related campaigns, trainings, or other programs; and
- Leads the SHSP revision.

Critical Emphasis Area Teams

- Ensures team membership is multidisciplinary and includes representatives from at least three of the 4Es of safety (engineering, enforcement, education, and emergency medical services); follows up with State SHSP coordinators if assistance is needed on team composition.

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- Schedules meetings of the group, when necessary, and notifies participants; prepares meeting reports including action items after each meeting.
- Tracks progress on implementation of the CEA plan with assistance from the various action step leaders; notifies the State SHSP coordinators if assistance is needed on implementation of any action step.
- Prepares quarterly progress reports describing what has occurred in each of the action steps.
- Reviews the CEA strategies and determines if any should be revised or deleted; identifies new strategies, where appropriate; and develops action plans for each of the CEA strategies.
- Applies the SHSP to help implement a task or project or overcome a barrier.

Data Team

- Oversees implementation of any data projects funded through HSIP; identifies any potential problems for review and comment by the TWG and NECTS.
- Identifies data needs from each of the CEA teams and reports to the Nevada Traffic Records Coordinating Committee (TRCC) on what the teams need.
- Obtains annual data reports from OTS and DOT for use in updating CEA team tracking tools and the SHSP CEA fact sheets; reviews the data to ensure accuracy.
- Requests consultant to obtain the necessary Fatal Analysis Reporting System (FARS) data, and identifies any discrepancies between DOT and OTS data; directs consultant to work with OTS and DOT to overcome any data deficiencies so information can be used for the tracking tools and fact sheets.

Strategic Communications Alliance

- Adopts an SHSP Marketing and Communications Calendar that details the timing and message of public information and education campaigns for the year;
- Reviews and approves all SHSP marketing materials, including the SHSP logo, quarterly newsletter, press releases, and other communication and education materials;
- Participates, whenever possible, in major news media events;
- Develops campaign ideas for CEA emphasis areas not already covered by existing campaigns; and
- Provides technical assistance, when necessary, to local agencies or groups conducting an SHSP-related media event.

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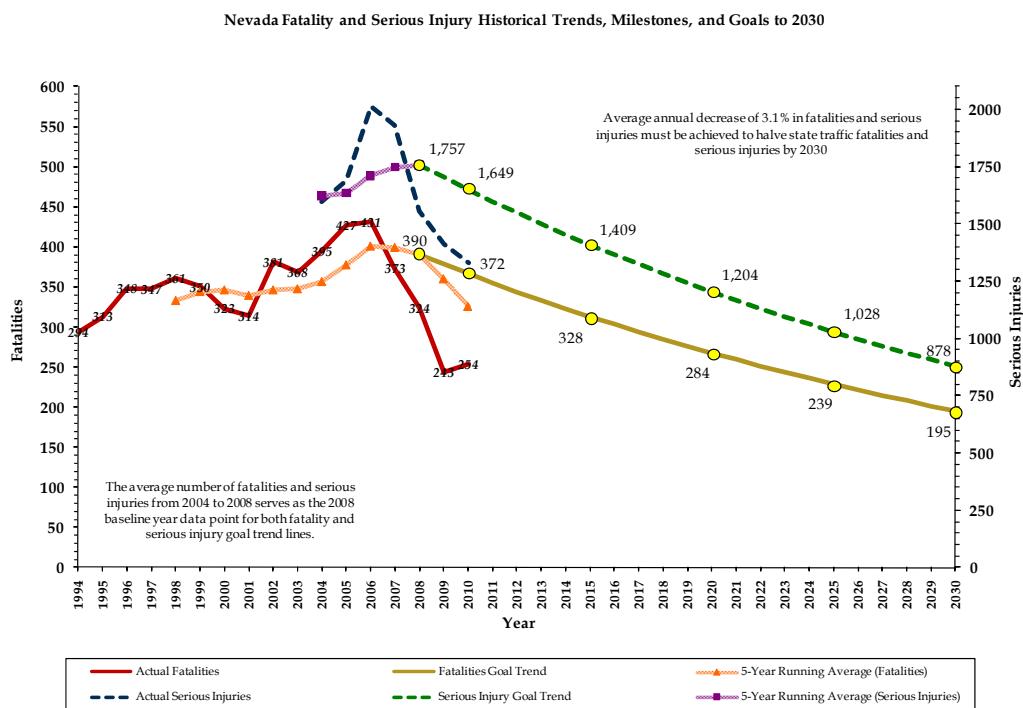
Update Process

In October 2009, the NECTS gave approval to update the SHSP with a new goal of zero fatalities. The Committee determined there are two elements to adopting a zero fatality goal - the goal itself and the marketing of the goal so people understand every individual's goal, even those who are high-risk drivers (impaired, speeding, aggressive, etc.) is zero fatalities. The Committee also recommended specific interim goals be established, and a decision was adopted to reduce traffic-related fatalities and serious injuries in Nevada by one-half by 2030. Figure 4 shows five-year interim goals that will achieve that outcome. For the updated SHSP, which will address Nevada's traffic safety problems and solutions between 2011 and 2015, the State should reduce fatalities from the 2008 baseline five-year average of 390 to 328 by 2015; and reduce serious injuries from the 2008 baseline five-year average of 1,757 to 1,409 in 2015. The baseline for the plan is a five-year average due to the fluctuations that occur in the number of traffic fatalities and serious injuries from year to year. A five-year average smoothes out those fluctuations and gives a more accurate baseline figure. During the life of the plan (2011 to 2015), the fatality and serious injury objectives for each of the CEAs indicate a 20-percent reduction.

An initial update task involved reviewing fatality and serious injury data to determine the necessity of changing the current CEAs. The TWG used the original 22 emphasis areas in the AASHTO strategic plan as a guide, and found the same five emphasis areas in the first SHSP continue to be a problem. The careful review process used by Nevada ensures the plan is strategic in nature rather than comprehensive, which will help focus resources on the areas of greatest need. Figure 5 shows the data chart used by the TWG and NECTS to approve maintaining the same CEAs (Impaired Driving, Seat Belts, Intersections, Lane Departures, and Pedestrians) in the 2011 updated plan. While the number of pedestrian fatalities did rise to the same level as some of the other traffic safety problems, the NECTS and TWG felt the effort put forth on this effort so far in the Clark County area and plans to increase pedestrian safety activities in the northern part of the State warranted an inclusion as one of the CEAs.

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Figure 4. Nevada Fatality and Serious Injury Milestones



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Figure 5. Comparison with AASHTO Emphasis Areas

Emphasis Area	Fatalities						
	2004	2005	2006	2007	2008	Total	Avg
Young Drivers	22	27	28	28	15	120	24
Older Persons	69	66	51	54	46	286	57.2
Aggressive/Speeding (Speeding for Cond)	111	135	118	70	80	514	102.8
Aggressive/Speeding (Reckless Driving)	17	24	16	19	14	90	18
Impaired	112	135	144	118	107	616	123.2
Distracted/Fatigued (Inattentive Driver)	42	6	16	12	9	85	17
Distracted/Fatigued (Driver Fell Asleep)	18	16	4	9	5	52	10.4
Seat Belt Use	123	140	147	124	91	625	125
Pedestrians	60	63	51	52	56	282	56.4
Bicyclists	14	10	10	10	7	51	10.2
Motorcycles	52	56	50	51	59	268	53.6
Heavy Trucks	30	53	51	29	22	185	37
Vehicle and Train Crash	0	1	0	0	0	1	0.2
Run Off the Road	178	163	186	165	122	814	162.8
Intersections	97	107	111	110	65	490	98
Head-On Collisions	22	47	26	16	21	132	26.4
Work Zones	12	11	13	7	6	49	9.8

The list of emphasis areas are only those where data is available. Additional emphasis areas in the AASHTO plan include the following:

- Graduated drivers licensing,
- Licensed , competent drivers,
- Driver safety awareness,
- In-vehicle enhancements,
- Increasing EMS capabilities,
- Improving decision support systems, and
- Process and safety management systems.

Although not included as specific CEAs, motorcycle safety and young drivers will be addressed through strategies in the other CEAs.

As part of the update process, Nevada conducted a series of Road Show meetings to engage safety stakeholders across Nevada and educated them about the SHSP. The meetings also provided an opportunity for input into the SHSP update, and helped market the October SHSP Summit. The meetings, held April 12 to 15, 2010, in Las Vegas, Henderson, Carson City, and Elko, involved over 100 participants who provided some interesting suggestions for the updated plan including the following:

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- **Drunk Driving Enforcement Fund.** New Jersey uses surcharges collected from drunk driving convictions to pay for associated enforcement activities, such as administrative costs, equipment, and training.
- **Outreach efforts.** Outreach to minority communities is useful, as residents in such areas are possibly from countries that do not share the same traffic safety culture.
- **Automated Enforcement.** Many states across the United States have used red-light cameras to enforce traffic signal laws; however, the technology has not been approved for use in any jurisdiction in Nevada.
- **Distracted Driving Task Force.** This new group of stakeholders would review current practice and laws to determine measures that could effectively address this issue.

The consensus among presenters and attendees was the meetings were a success. People learned about the SHSP process, their interest was piqued, and opportunities were created for potential synergies among the various safety groups. CEA teams reviewed the information from the road show meetings, discussed whether to maintain any current strategies and action steps, and reviewed proven strategies and countermeasures that are not currently part of the plan. In selecting the final strategies, the teams took the performance measures (reductions in fatalities and serious injuries) for each CEA into consideration.

In addition to the meetings with safety stakeholders throughout the State, SHSP leaders from NDOT and OTS also met individually with members of the NECTS to obtain suggestions on SHSP improvements. Much like the road show meetings, these one-on-one sessions also generated interesting ideas, including the following:

- Provide talking points for NECTS members on the SHSP and upcoming campaigns, such as *Click It or Ticket*.
- Launch a public education campaign on the rules of the road (e.g., move over law), and include information on the purpose of low-cost safety infrastructure improvements (e.g., roundabouts, rumble strips, etc.).
- Reach out to the locals and counties through periodic workshops (e.g., low-cost safety improvements); provide information on the SHSP during the county tours together with leave behind information; and link the SHSP web site to the county web sites. Provide crash data, hot spot state funding (already being done for water and sewer projects), and establish a safety circuit rider program.
- Facilitate a media event during the AASHTO Leadership Conference in Las Vegas, including NECTS members as hosts. Invitees will include the other DOT CEOs, the Nevada Governor, and the state legislators.

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In selecting the final strategies for the plan, the CEA teams did the following:

1. Reviewed current strategies and action steps and determined if any should be carried over to the updated plan;
2. Reviewed recommendations from Road Show; and
3. Reviewed proven strategies and countermeasures from the literature and research.

The following is a description of each of those final strategies along with the safety impact.

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Impaired Driving

Impaired driving nationally and in Nevada has dropped substantially from a high of 144 fatalities in 2006 to 70 fatalities in 2009. The NHTSA publication, *Countermeasures That Work*, identifies several significant trends that can be attributed to the decrease, including stronger laws (0.08 blood alcohol content or BAC, administrative license revocation, and minimum drinking age laws) to demographic trends (e.g., the aging of the population and the increased proportion of female drivers).



To continue the positive trends in Nevada, the Impaired Driving CEA team identified the following measurable objectives:

- **Objective 1.** Reduce impaired driving fatalities from 2008 baseline of 123 (average fatalities from 2004 to 2008) to 99 by December 31, 2015.
 - **Performance Measures:** Number of fatalities.
- **Objective 2.** Reduce impaired driving serious injuries from 2008 baseline of 295 (average serious injuries from 2004 to 2008) to 237 by December 31, 2015.
 - **Performance Measure:** Number of serious injuries.

To achieve that objective the CEA identified three key strategies:

1. Increase the number of high-visibility DUI programs;
2. Enhance programs on impaired driving for young drivers; and
3. Reduce the number of repeat DUI offenders.

High-Visibility DUI Programs

Definition

Sobriety checkpoints are a law enforcement tool used in 38 states and the District of Columbia as a deterrent to reduce impaired driving. While the research indicates consistent and frequent sobriety checkpoints can be a positive deterrence, few states actually conduct checkpoints on a regular basis. In Nevada, Joining Forces conducts the majority of high-visibility enforcement programs, including sobriety checkpoints. Joining Forces is a program that funds over-time payroll expenses for law enforcement agencies to conduct traffic enforcement events. The use

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of multiple funding sources maximizes the benefits of the program and covers the critical program areas, such as Impaired Driving, Occupant Protection, Speed, and Pedestrian Safety.

Impact on Safety

Research conducted by Fell, Ferguson, Williams, and Fields (2003) found only 11 states conducted sobriety checkpoints on a weekly basis due to a lack of personnel and funding. According to *Countermeasures That Work*, a systematic review by the Centers for Disease Control (CDC) of 11 high-quality studies found checkpoints reduced alcohol-related fatal, injury, and property damage crashes each by about 20 percent (Elder et al., 2002). Demonstration programs from seven states found reductions in alcohol-related fatalities between 11 and 20 percent in states that employed numerous checkpoints and intensive publicity of the enforcement activities, including paid advertising (Fell, Langston, Lacey, and Tippetts, 2008).

To improve high-visibility enforcement efforts, the Impaired Driving CEA identified the following action steps:

1. Increase support among law enforcement agencies for high-visibility DUI enforcement programs.
2. Increase earned media coverage of law enforcement activities.
3. Encourage law enforcement agencies to set up impaired driving reporting programs.
4. Encourage other law enforcement agencies to conduct refresher training programs on sobriety testing.
5. Determine high-crash locations/corridors for impaired driving. This program targets all unsafe driving behaviors, including impaired driving and involves engineering (signage), enforcement, and public awareness.

Resources

For additional information on effective countermeasures for impaired driving, go to the following web sites:

- NHTSA web site: <http://www.nhtsa.gov/Impaired>; and
- Stop Impaired Driving web site: <http://www.stopimpaireddriving.org>.

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Impaired Driving by Young Drivers

Definition



Since 1987, minimum-drinking-age laws in all states prohibit youth under 21 from purchasing alcohol or consuming it in public. These laws influence all youth impaired-driving strategies. There is strong evidence that minimum drinking age laws reduced drinking, driving after drinking, and alcohol-related crashes and injuries among youth (Hingson et al., 2004). In fact, such laws reduced youth drinking and driving more than youth drinking alone (using the measurements of self-reporting and testing of drinking drivers in fatal crashes). Drinking and driving has become less socially acceptable among youth, and more youth have separated their drinking from their driving (Hedlund et al., 2001).

Impact on Safety

Research has shown that minimum drinking age enforcement is very limited in many communities (Hedlund et al., 2001). Enforcement can take several forms, including actions directed at alcohol vendors, actions directed at youth, and actions directed at adults. Several studies document that well-publicized and vigorous compliance checks reduce alcohol sales to youth; for example, a review of eight high-quality studies found that compliance checks reduced sales to underage people by an average of 42 percent (Elder et al., 2007). Research by the Centers for Disease Control found that education programs are effective in reducing riding with a drinking driver.

To address this issue in Nevada, the Impaired Driving CEA team identified the following action steps:

1. Enhance DUI education within existing safe driving programs; and
2. Conduct pilot Cops In Shops and Compliance Check programs to reduce youth access to alcohol.

Resources

For more information on effective programs targeting young drivers, visit the following web sites:

- NHTSA web site: <http://www.nhtsa.gov/Teen-Drivers>; and
- National Organizations for Youth Safety web site: <http://www.noys.org/>.

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Repeat Offenders

Definition

It is widely recognized that many DUI first offenders and most repeat offenders are dependent on alcohol or have alcohol use problems, and will likely continue to drink and drive without some assistance. A DUI arrest provides an opportunity to identify offenders with alcohol problems and to refer them to treatment, as appropriate. Alcohol interlocks, which prevent alcohol-impaired drivers from starting a vehicle, can also be effective with this population.

The most successful methods for controlling convicted DUI offenders and reducing recidivism monitor offenders closely through formal intensive supervision, home confinement with electronic monitoring, or dedicated detention facilities. DUI courts and alcohol ignition interlocks also assist in monitoring offenders.



Impact on Safety

Research by Beirness and Marques (2004) summarized 10 evaluations of interlock programs in the United States and Canada. Interlocks cut DUI recidivism at least in half, and sometimes more, compared to similar offenders without interlocks. After the removal of the interlock, the effects largely disappeared, with interlock and comparison drivers having similar recidivism rates. A review of 11 completed and three ongoing studies on interlock programs reached similar conclusions (Willis, Lybrand, and Bellamy, 2006).

In Nevada, the Impaired Driving CEA determined the most effective approaches included the following:

1. Support a stronger ignition interlock law by providing information and data that shows effectiveness;
2. Support mandatory evaluation of all DUI offenders including first time offenders; and
3. Establish a Court Monitoring Research Program for misdemeanor DUI offenders.

Resources

For more information on the effectiveness of repeat offender laws, visit the following web sites:

- NHTSA web site: <http://www.nhtsa.gov/Impaired>; and
- Stop Impaired Driving web site: <http://www.stopimpaireddriving.org>.

Safety Belts

The FHWA reported in 2009 approximately 12,850 unbelted vehicle occupants died in traffic crashes nationwide. While the seat belt usage rate has reached an all-time high both nationally and in Nevada, the vulnerability of this population continues to be a top priority. For Nevada in 2009, there were 82 unbelted vehicle occupant fatalities and 287 serious injuries. Run-off-road collisions represent the largest type of crash for seat belt fatalities and serious injuries in Nevada, and ejection from the vehicle killed one-half of the occupants.

To address the issue, the Seat Belt CEA team established measurable objectives for both fatalities and serious injuries.

- **Objective 1.** Reduce unbelted fatalities from 2008 baseline of 125 (average fatalities from 2004 to 2008) to 100 by December 31, 2015.
 - **Performance Measures:** Number of fatalities.
- **Objective 2.** Reduce unbelted serious injuries from 2008 baseline of 899 (average serious injuries from 2004 to 2008) to 721 by December 31, 2015.
 - **Performance Measure:** Number of serious injuries.

To achieve the objectives the Seat Belt CEA identified four key strategies:

1. Enhance data collection and analysis to identify gaps and improve seat belt usage in Nevada;
2. Improve seat belt enforcement and media campaign(s);
3. Enhance public education to groups with lower than average restraint use; and
4. Provide traffic safety education to visiting motorists.

Data Collection and Analysis

Definition

The intent of this strategy is to improve the quality of seat belt usage data based on the ease of data collection, the type of data that is collected, and the types of analyses conducted with the data. Improving the quality of data can help agencies identify where to target resources to increase seat belt use. Nevada currently has a secondary seat belt enforcement law and is considering adoption of a primary law, which research shows is an effective approach. Data plays an important role in informing decision-makers on the need for a primary law.

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Impact on Safety

The improvement of seat belt data does not directly affect the safety of transportation system users, rather, data helps inform the decision to implement programs, initiatives, and legislation that directly influence seat belt use. Current research at University of Nevada at Las Vegas is improving the collection and interpretation of seat belt data. This research has led to the development of software to allow users to conduct robust data queries to better identify locations with lower than average restraint use.

In June 2005, belt use averaged 85 percent in the 21 states and the District of Columbia with primary belt laws at that time, and belt use averaged 75 percent in the 27 secondary law states (Glassbrenner, 2005b). Studies of five states that changed their belt use laws from secondary to primary enforcement found that belt use increased from 12 to 18 percentage points where all passenger vehicles were covered by the law, and 8 percentage points in one state where pickup trucks were excluded (Nichols, 2002). The Center for Disease Control and Prevention's systematic review of 13 high-quality studies (Shults, Nichols, Dinh-Zarr, Sleet, and Elder, 2004) found that primary laws increase belt use by about 14 percentage points, and reduce occupant fatalities by about 8 percent compared to secondary laws. In another study, Farmer and Williams (2005) found that passenger vehicle driver death rates dropped by 7 percent when states changed from secondary to primary enforcement. On average, states that pass primary seat belt laws can expect to increase seat belt use by eight percentage points.



While there are proponents and opponents of a primary seat belt law in Nevada, the quality and analysis of data used to facilitate the discussion can inform decision-makers on the latest seat belt trends in the State. Primary seat belt laws permit law enforcement officers to cite a driver if he or she is not wearing a seat belt independent of any other traffic behavior. Secondary enforcement laws only allow citations if the officer stops the individual for another violation.

To address the issue of data quality, the Seat Belt CEA developed the following action steps:

1. Continue to improve the quality, availability, integration, and analysis of seat belt-related data;
2. Support statewide activities pertaining to a primary seat belt law (conduct public meetings, interest group meeting, legislative briefings, etc.);
3. Provide supporting data for draft legislation for a primary seat belt law; and
4. Determine seat belt usage and identify the characteristics of nonusers and part-time seat belt users during daytime and nighttime periods.

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Resources

Following is more information on the effectiveness of primary seat belt laws:

- Traffic Safety Facts: Seat Belt Use in 2010, DOT HS 811 378, September 2010; and
- University of Nevada at Las Vegas (<http://nutc.unlv.edu>).

Enforcement and Media Campaigns

Definition

This strategy involves the implementation of carefully coordinated public education and enforcement campaigns to increase the seat belt usage rate. The most common high-visibility belt law enforcement method consists of short (typically lasting for two weeks), intense, highly publicized periods of increased belt law enforcement, frequently using checkpoints (in states where checkpoints are permitted), saturation patrols, or enforcement zones. Billboards, hand-outs, and television/Internet media supplement the enforcement campaigns.

Impact on Safety

Effective, high-visibility communications and outreach are an essential part of successful seat belt high-visibility enforcement programs (Solomon et al., 2003), and paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition (Milano et al., 2004).

The *Click It or Ticket* (CIOT) campaign evaluations demonstrate the effect of different media strategies. Belt use increased by 8.6 percentage points across 10 states that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across four states that used limited paid advertising, and increased by only 0.5 percentage point across four states that used no paid advertising (Solomon et al., 2002).



The Seat Belt CEA team recommended implementing the following action steps:

1. Coordinate with safety stakeholders (enforcement, EMS, fire department, etc.) on high-visibility, well-publicized seat belt enforcement campaigns statewide throughout the year (two-week enforcement campaigns on sustained seat belt enforcement and nighttime seat belt enforcement);
2. Conduct additional TV and radio paid and earned media activities in English and Spanish during the CIOT campaign and use of additional nontraditional media venues (i.e., Facebook, MySpace, YouTube, Online Gaming, dynamic message signs (DMS), fast food establishment sponsorships (WalMart in store displays, marquees), etc.);

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3. Create youth media contest to design creative and artwork for seat belt messaging; and
4. Develop and begin using a Speaker Bureau of crash survivors to share their experience with the media and CIOT kick-off events, etc.

Resources

For more information on effective high-visibility seat belt enforcement campaigns, review the following information:

- NCHRP Report 500, Volume 11, *A Guide for Increasing Seat Belt Use*, 2004; and
- NHTSA, *Countermeasures That Work*, DOT HS 811, 258, Washington, D.C., January 2010.

Public Education to Groups With Low Use Rates

Definition

Similar to the previous strategy, a carefully coordinated public information and education campaign can increase seat belt usage among groups that have a lower seat belt use rate. Identification of these can be by socioeconomic status, race, ethnicity, age, sex, locale, or any other factor. Care must be taken not to profile members of the community, rather, it should be emphasized the intent of the strategy is to help protect the members of the community by improving their safety. Employers, schools, and similar institutions provide well-defined and somewhat controlled audiences for seat belt use programs; and education and other communications strategies can be tailored to a specific audience or polices implemented and enforced in certain settings. In addition, if the audience speaks a language other than English, the information should be culturally appropriate.

Impact on Safety



While research has shown that high-visibility enforcement programs generally have been effective in increasing belt use among lower-use groups (Shults et al., 2004), enhanced education programs have similar results. An example of a successful model education campaign is one conducted in South Carolina in 2000 that increased safety belt use rate by 8 percentage points for the overall population and by 14 percent for the non-white population (NCHRP, 2004).

The same South Carolina program also resulted in an increase in the seat belt use by males by over 11 percent, and decreased the number of annual fatalities by almost 30 percent.

In Nevada, the Seat Belt CEA team will be working on the following items to increase seat belt use among groups with lower use rates:

1. Work with Strategic Communications Alliance (SCA) to identify appropriate outreach strategies to reach these target groups;

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2. Educate Nevada law enforcement on occupant protection laws;
3. Conduct employer programs; and
4. Provide specific seat belt information to public and private driver education instructors, and work with Clark County plan.

Resources

For more information on this topic, review the following publications and on-line information:

- NCHRP Report 500, Volume 11, *A Guide for Increasing Seat Belt Use*, 2004;
- Seat Belts and African Americans: http://www.nhtsa.dot.gov/people/outreach/safesobr/22qp/seatbelt_fact_sheets/seatbelts_afr_amer.html; and
- Seat Belts and Hispanics: <http://www.nhtsa.dot.gov/people/injury/airbags/buckleplan/seatbelthispanic/index.htm>.

Traffic Safety Education to Visiting Motorists

Definition

Nevada attracts millions of visitors a year, both foreign and domestic; many of whom are unfamiliar with the traffic safety laws of the State. These visitors may assume traffic laws in Nevada are similar to those in the jurisdictions where they reside. Educating these visitors to the traffic laws of Nevada will help ensure they do not commit unnecessary traffic infractions and, in turn, increase safety for the traveling public.

Impact on Safety

There has been little or no research conducted on evaluating the impact of traffic safety education on visiting motorists. However, as the previous strategies have shown, targeted enforcement and education campaigns have proven to be effective in increasing the seat belt use rate. This strategy essentially targets visiting motorists as a group that requires additional education resources. The Department of Motor Vehicles currently produces summary material for the public that can be distributed at locations frequented by visiting motorists, such as car rental agencies, highway rest stops, and hotels.

To address the issue, the Seat Belt CEA team indicated Nevada traffic safety information should be distributed in booklets and fact sheets at all Welcome Centers and other related organizations and agencies.

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Resources

For more information on information for out-of-state visitors, go to the following web site:

- Nevada Department of Motor Vehicles Traffic Laws <http://www.dmvnv.com/dltrafficlaws.htm>.

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Intersections



The FHWA reports in 2009, there were 33,808 fatalities on the Nation's roadways. Of these, 7,043 or 20.8 percent of total fatalities were intersection or intersection related. In Nevada, intersection fatalities have dropped from a high of 111 in 2006 to 74 in 2009; and serious injuries have decreased 29 percent from 974 in 2007 to 592 in 2009. With different crossing and entering movements by both drivers and pedestrians, an intersection is one of the most complex traffic situations that motorists encounter. The following SHSP measurable objectives will continue to reduce intersection-related fatalities and serious injuries:

- **Objective 1.** Reduce intersection fatalities from 2008 baseline of 98 (average fatalities from 2004 to 2008) to 79 by December 31, 2015.
 - **Performance Measures:** Number of fatalities.
- **Objective 2.** Reduce intersection serious injuries from 2008 baseline of 457 (average serious injuries from 2004 to 2008) to 367 by December 31, 2015.
 - **Performance Measure:** Number of serious injuries.

The Intersection CEA team identified five key strategies to achieve these objectives:

1. Implement geometric improvements;
2. Increase awareness of safety issues at intersections;
3. Improve operating characteristics of intersections to reduce conflicts;
4. Follow the principles of access management at intersections; and
5. Conduct intersection enforcement.

Implement Geometric Improvements

Definition

Geometric improvements are essentially the physical characteristics that define the layout and cross-section of the roadway, which include the number of lanes, lane width, median or median width, bicycle lanes or sidewalks, etc. Modifying these characteristics can influence crash frequency or severity at an intersection because collectively they influence how motorists, pedestrians, and cyclists interact with each other and the physical environment.

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Impact on Safety

To improve safety at an intersection, it is necessary to reduce, simplify, or separate conflicting vehicle, pedestrian and bicycle movements, or reduce the speed of these conflicting movements. The appropriate treatment depends on the crash frequency and severity at a specific site. The Nevada Intersection CEA identified several specific steps to improve geometrics at intersections throughout the State, including the following:

1. Evaluate a roundabout first when developing new or existing intersection control projects;
2. Implement standard use of right-turn and offset left-turn lanes;
3. Implement statewide crosswalk design standards;
4. Implement bus stop placement standards for shared use right-turn lane and bus pull out;
5. Install medians within the influence of all intersection approaches at major intersections; and
6. Improve geometry of pedestrian and bicycle facilities.

The effectiveness of each of these action steps is based on the environment in which they are implemented (e.g., urban or rural, high or low speed, high or low volume, and/or mix of traffic). One measure of effectiveness involves crash modification factors (CMF), which computes the expected number of crashes after implementing a given countermeasure at a specific site. For instance, installing an offset left-turn lane has a CMF between 0.53 and 0.58, which translates into crash reduction factor between 47 and 42 percent, respectively. Not all treatments, however, have quantitative crash modification factors, which may necessitate further research.

Resources

For additional information on effective countermeasures for intersections, go to the following web sites:

- The Highway Safety Manual: <http://www.highwaysafetymanual.org/>; and
- CMF Clearinghouse: <http://www.cmfclearinghouse.org>.

Increase Awareness of Safety Issues

Definition

Whether signalized or unsignalized, drivers need advanced information about an upcoming intersection. Important advanced information includes the form of intersection control (i.e., traffic signal, roundabout, or STOP sign); pedestrian crossings; directional way-finding; or facilities at the intersection.

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Impact on Safety

Advanced information, street name signage, way-finding information, and road striping provide drivers with information they need to make safe decisions about their travel behavior, speed choice, and lane position. The more complete information a driver has the smoother and less erratic their movements will be through the intersection, and thus a lower crash risk. To improve safety awareness at Nevada intersections, the Intersection CEA identified the following action steps:

1. Include intersection/road name ahead signs at all major intersections;
2. Develop statewide intersection signage plan;
3. Conduct intersection sight distance evaluation study;
4. Improve visibility of intersection by providing lighting; and
5. Improve pedestrian/bicycle facilities with signing.

For instance, providing nighttime lighting at an intersection has a CMF of 0.62 for nighttime crashes. This treatment, along with the others recommended by the Emphasis Area Team, are generally low cost and can be easily implemented at most intersections.

Resources

For additional information on the effectiveness of countermeasures at intersections, go to the following web sites:

- The Highway Safety Manual: <http://www.highwaysafetymanual.org/>; and
- CMF Clearinghouse (www.cmfclearinghouse.org).

Improve the Operating Characteristics of Intersections to Reduce Conflicts

Definition

The timing of vehicle traffic and pedestrian and bicycle traffic through an intersection is managed by stop signs or traffic signals. Each traffic signal will have some combination of left-turn, through or right-turn movements, which are called a signal phase. The time management of these movements influences the number of vehicle-vehicle conflicts, vehicle/bicycle-pedestrian conflicts, and the amount of delay for any mode of traffic. The type of traffic control and the phasing of the traffic signal also influence the frequency and severity of traffic crashes. For example, providing protected left-turn arrows will reduce the number of angle crashes, but most likely increase the number of rear-end crashes. Angle crashes, however, are typically more severe so there is a positive tradeoff, as well as impact on the number of property damage only (PDO) crashes.

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Impact on Safety

The Intersection CEA has identified these two steps to influence safety-related traffic operations at intersections:

- Provide protective/permissive signals and introduce the concept of flashing yellow arrow at intersections; and
- Develop a statewide written policy related to use of permissive left-turn traffic signal phasing.

According to the Highway Safety Manual, modifying traffic signal timing from permissive to protected/permissive left-turn phasing in an urban environment has a CMF for *left-turn crashes* of 0.84 and a standard error of 0.02. Therefore, one can expect to see a 16-percent reduction of left-turn crashes plus or minus 0.02 percent.

Resources

For additional information on improving operating characteristics at intersections, go to the following web sites:

- The Highway Safety Manual: <http://www.highwaysafetymanual.org/>; and
- CMF Clearinghouse (www.cmfclearinghouse.org).

Access Management

Definition

In traffic engineering, access points refer to driveways, and access management is the process of managing the number, spacing, and location of driveways that connect to a roadway. The turns made on to and off of the driveway (right-in/right-out only, left-in/right-in/right-out only, or full movement) are another access management issue. Intersections can also be access points and managing them relates to the number, type, and spacing.

Impact on Safety

Reductions in the number of access points that are close to an intersection or reductions in the type of turning movements allowed to and from driveways can influence crash frequency and severity. For example, elimination of a left turn onto a driveway through the installation of a median near the intersection may reduce crashes through decreased congestion and fewer complex movements. The Intersection Area CEA has identified several action steps that are effective in improving awareness of safety issues at intersections, including the following:

1. Implement statewide and regional access management plans;
2. Ensure statewide and regional access management plans are incorporated into county and city community development and public works standards and codes; and

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3. Educate the public, private industry, and elected officials on the traffic safety dangers at intersections.

Resources

For additional information on the effectiveness of access management treatments at intersections, go to the following web sites:

- The Highway Safety Manual: <http://www.highwaysafetymanual.org>; and
- CMF Clearinghouse <http://www.cmfclearinghouse.org>.

Intersection Enforcement

Definition

One of the most common causes of intersection crashes is speeding and running red lights. Because it would be impossible to place a police officer at every intersection, many states have turned to automated enforcement, such as speed and red light cameras (RLC), to identify and cite offenders. The use of red light cameras have reduced traffic crashes by about 40 percent at camera sites in Fairfax, Virginia, and Oxnard, California. In addition, violation reductions in both communities carried over to signalized intersections not equipped with cameras, indicating communitywide changes in driver behavior. Although there are safety benefits of automated enforcement programs, there are public concerns that also need to be considered. These concerns relate to invasion of privacy often expressed at "big-brother is watching," and beliefs that the tool would be used predominately as a "money-maker" and not for safety.



Impact on Safety

A study of RLCs in Oxnard, California, examined citywide effects at signalized intersections. Following the introduction of RLCs, injury crashes declined 29 percent, front-into-side collisions declined 32 percent overall, and front-into-side crashes involving injuries declined 68 percent. The analysis reported a non-significant 3-percent increase in rear-end crashes. An FHWA study in seven cities found right-angle crashes decreased by 25 percent, and rear-end collisions increased by 15 percent. According to the Insurance Institute for Highway Safety¹, automated enforcement (either speed or red light running) is being used in 21 States and the District of Columbia around the Country.

¹ http://www.iihs.org/laws/automated_enforcement.aspx

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An important component of implementing either a speeding or a red-light running automated enforcement program is proactive program development. There is ample work upfront required to:

- Addressing public concerns about privacy, effectiveness of alternative options (e.g. increasing yellow time) and revenues;
- Developing partnerships and consensus among transportation agencies, enforcement agencies, legislature², the media, education coalitions, and the judicial system;
- Educating the public about the program, its benefits, how it works, and the potential implications; and
- Researching technical and logistical aspects of program implementation (e.g. selecting a camera system that properly integrates existing traffic signal systems).

To promote the issue in Nevada, the Intersection CEA proposed two action steps, including the following:

1. Research data to determine crashes caused by red light running over the past five years, and provide agencies with information that supports a red light running campaign; and
2. Educate traveling motorists on the severity of red light running through the Nevada Strategic Communications Alliance (SCA), and work with the Alliance to create two public service announcements in 2011.

Resources

For more information about red light cameras, visit the FHWA Office of Safety's web site that has information and studies about the program at <http://safety.fhwa.dot.gov/intersection/redlight/cameras/>.

² Automated enforcement is prohibited in Nevada except with the very specific limitations that the equipment must be hand held by an officer, or installed in a vehicle or facility of a law enforcement agency (**NRS 484A.600** Added to NRS by [1999, 3278](#)) – (Substituted in revision for NRS 484.910)

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Lane Departures



Lane departure crashes are a non-intersection crash in which typically a single vehicle crosses an edge or centerline of the travelled way, or crosses a median barrier. In Nevada, fatalities and serious injuries related to lane departure crashes increased between 2008 and 2009. In 2008, fatalities increased by eight percent from 127 in 2008 to 138 in 2009. Serious injuries increased by 21 percent from a low of 350 in 2008 to 491 in 2009.

The Lane Departure CEA team developed the following objectives to reverse the trend in lane departure fatalities and serious injuries.

- **Objective 1.** Reduce lane departure fatalities from 2008 baseline of 165 (average fatalities from 2004 to 2008) to 132 by December 31, 2015.
 - **Performance Measures:** Number of fatalities.
- **Objective 2.** Reduce lane departure serious injuries from 2008 baseline of 292 (average serious injuries from 2004 to 2008) to 234 by December 31, 2015.
 - **Performance Measure:** Number of serious injuries.

To achieve these objectives, the CEA identified three key strategies:

1. Create education/awareness programs for how to maintain vehicles on the roadway lanes;
2. Keep vehicles in their lanes through engineering modifications; and
3. Lessen crash severity in the event of a roadway departure.

Education and Awareness Programs

Definition

This strategy provides the public with the training and tools needed to avoid being in a lane departure crash. Ideally, this would include classroom (i.e., book and/or video) instruction and behind-the-wheel training, which allows drivers to practice recovering the vehicle back onto the roadway in a safe and controlled environment. This could utilize actual vehicles on a closed track with a trained driver equipped with special equipment to prevent rollovers, or driver simulators for practicing techniques in some of the more hazardous situations. The focus of the class could be targeted at high-risk groups (i.e., older driver, young drivers, drivers that

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recently received a speeding ticket or were involved in a lane departure crash), but would be general enough that any driver could benefit.

Other useful awareness tactics include developing implementation programs that focus on the dangers of distracted and drowsy driving. Many lane departure crashes occur because the driver did not give full time and attention to the task of driving, or they are overly tired and fall asleep even if only for a few seconds. The issue of distracted driving is gaining greater attention at the national level through efforts by the U.S. Secretary of Transportation, who has held two national Summits in Washington, D.C. on the subject. The issue of distraction and fatigue is particularly dangerous for young drivers and older drivers, who may not be able to correct a driving mistake or error.

Impact on Safety

Many highway safety programs can be enhanced with a properly designed public information and education (PI&E) campaign. The traditional emphasis with PI&E campaigns in highway safety is to reach an audience across an entire jurisdiction or a significant part of it. However, there may be a reason to focus a PI&E campaign on a location-specific problem. While this is a relatively untried approach, as compared with area wide campaigns, use of roadside signs and other experimental methods may be tried on a pilot basis.

According to the NCHRP Research Results Digest 322, there are cases in which public information programs have changed behavior, particularly in situations where there is “new” knowledge. The best example is the changeover in child seating positions in vehicles to avoid air bag inflation injuries. This was a new knowledge situation that also involved fear of injury plus a concrete step to reduce the fear. Public information programs also have an important role to play in producing behavior change when combined with other elements, as a part of broader-based community programs, or in support of law enforcement, such as the high-visibility enforcement campaigns advocated by NHTSA.

In Nevada, the Lane Departure CEA team recommended the following action steps:

1. Review the data and determine if there are certain target groups that are more likely to run-off-the road, and then develop programs to target those audiences;
2. Create a grassroots stakeholder working group to determine problem roads and awareness issues statewide;
3. Develop specific Distracted Driving messages based on crash data to reach target audiences, work with SCA on implementation; and
4. Research opportunities to develop a milepost education program to decrease emergency response times to crashes.

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Resources

For more information on the effectiveness of PI&E programs, go to:

- NCHRP Research Results Digest 322 http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_322.pdf.

Engineering Modifications

Definition

Contributing factors to lane departure crashes can be drowsy driving, difficulty navigating a roadway in different weather or at different speeds, or difficulty returning the vehicle to the roadway. These crash types can be mitigated through engineering modifications, which alert drivers they are leaving their travel lane, provide physical assistance to facilitate returning to the travel lane, or provide ample clear space to recover control of the vehicle if the driver leaves the travel way.

Impact on Safety

Lane departure crashes can be severe because they often occur on higher speed rural roads. The higher speeds lead to higher severity crashes because of the momentum of vehicles at impact.

One of the most effective treatments that can lessen crash severity is the Safety Edge, as shown in the photos at right. The more gradual drop-off, as shown in the photo, makes it easier for the motorist to return their vehicle to the roadway. Research is underway to quantify the benefits of the Safety Edge; however, the FHWA has recognized this as a countermeasure likely to reduce the risk and severity of run-off the road crashes.

Another effective treatment is rumble strips, which warn the driver they are leaving the roadway or departing out of their travel lane. The Highway Safety Manual includes a crash modification factor for centerline rumble strips on two-lane rural highways for all crash types of 0.86 with a standard error of 0.05.

Treatments identified by the Lane Departure CEA team to improve the likelihood that a vehicle will not leave the traveled way and if the vehicle does leave the travelled way there is greater likelihood of returning the vehicle to the roadway include the following:



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1. Implement centerline rumble strip standards statewide;
2. Install shoulder and centerline rumble strips statewide where feasible;
3. Improve highway curves by evaluating existing curve crash data and providing recommendations of surface friction treatments, reconstruction, and signing;
4. Expand and utilize roadway safety audits statewide and involve local law enforcement agencies;
5. Investigate implementation of Safety Edge statewide; and
6. Develop an Incident Management Manual.

Lessen Crash Severity

Definition

In the event a lane-departure crash does occur, this strategy and series of actions will strive to reduce the severity. One of the major ways to reduce severity is to decrease the likelihood the vehicle will strike something (tree, pole, etc.) or other roadway feature.

Impact on Safety

The Lane Departure Emphasis Area Team has identified the following action items to reduce the potential severity of crashes:

1. Conduct regional implementation of slope flattening projects;
2. Implement median cable barrier statewide; and
3. Decrease animal vehicle crashes.

Slope flattening creates a roadside that is less likely to flip an errant vehicle, and therefore more likely to allow a motorist to be able to recover control of the vehicle if they have left the traveled way. *The Handbook of Road Safety Measures* (Elvik and Vaa, 2004) provides a CMF for changing a side slope from 1V:3H to 1V:4H of 0.58 with a standard error of 0.04 for serious and minor injury crashes on two-lane roads.



Cable median barriers are relatively inexpensive to install and very effective at capturing vehicles. Their most popular use is in the medians of divided highways. Given the opposing directions of traffic on divided highways, cross median crashes are particularly severe. While median width plays a large role in the occurrence of these crashes, increased width alone does not eliminate them and quite often, the median must be shielded with a barrier. Cable barriers provide a cost-effective solution to the shielding issue.

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The cable barrier is more forgiving than traditional concrete (Jersey) or steel barriers when installed on sloping terrain. The flexibility of the system absorbs impact energy and dissipates it laterally, which reduces the forces transmitted to the vehicle occupants.

The FHWA CMF Clearinghouse includes a number of different CMFs for installing cable median barrier. The trends show a reduction in the severity of crashes because motorists are not crossing the median and striking on-coming traffic. However, there is also an increase in lower severity crashes where vehicles strike the median cable barrier.

The severity of animal vehicle crashes will vary as a function of the mass of the animal and the speed of the vehicle on impact. Animal collision countermeasures have been difficult to specify due to the obvious difficulty of managing animal behaviors. However, the number of animal-vehicle crashes has increased substantially over the last decade. Some of the mitigation techniques include highway crossovers for animal crossings and animal detection systems that can detect the animal and warn the driver to slow down.

Resources

To learn more about slope flattening, cable median barriers, or ways to reduce animal-vehicle collisions, visit the FHWA, Office of Safety at: <http://safety.fhwa.dot.gov>.

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Pedestrian Safety

The FHWA reports that each year approximately 4,000 people die in pedestrian incidents and another 59,000 are injured. While the numbers are improving both nationally and in Nevada, the vulnerability of this population continues to be a top priority. For Nevada in 2009, there were 36 pedestrian fatalities and 180 serious injuries. A majority of pedestrian fatalities occurred mid-block on a roadway, and a large percent occurred in marked crosswalks. The greatest proportion of pedestrian serious injuries and fatalities occurred at intersections.

To address the issue, the Pedestrian Safety CEA team established measurable objectives for both fatalities and serious injuries.

- **Objective 1.** Reduce pedestrian fatalities from 2008 baseline of 56 (average fatalities from 2004 to 2008) to 45 by December 31, 2015.
 - **Performance Measures:** Number of fatalities.
- **Objective 2.** Reduce pedestrian serious injuries from 2008 baseline of 212 (average serious injuries from 2004 to 2008) to 170 by December 31, 2015.
 - **Performance Measure:** Number of serious injuries.

To achieve those objectives, the Pedestrian CEA team developed four key strategies:

1. Enforce pedestrian laws at high-crash locations;
2. Provide pedestrian safety education for pedestrians and motorists;
3. Develop criteria to identify high-crash locations and placement, design, and implementation guidelines for pedestrian amenities; and
4. Support the creation and implementation of a Washoe County pedestrian safety action plan.

Enforcement at High Crash Locations

Definition

To improve pedestrian safety, this strategy recommends using traditional law enforcement techniques at locations or along corridors with a high incidence of pedestrian crashes, as well as in locations with similar characteristics. Nevada's pedestrian laws cover a number of issues including speeding, drunk driving, and pedestrian public intoxication. There are other laws that address when and where pedestrians should walk (i.e., use a sidewalk, walk on left side facing traffic, use the nearest crosswalk, and obey traffic signals). Motorists also have laws that

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pertain specifically to their behavior (i.e., driver must wait for all people to clear the road before proceeding). Since there are a number of pedestrians and motorists who do not follow these laws, states and communities are using enforcement stings to both enforce the law and educate road users. In addition to increasing enforcement, the strategy also includes a component to educate judges and prosecutors to ensure citations are upheld. Over time, frequent dismissal or reductions in charges can lead to an impression these laws are not important.

Impact on Safety

Enforcement is most effective when it is highly visible and publicized to reinforce the message of the required behavior, and to raise the expectation that failure to comply may result in legal consequences.

According to the NHTSA publication, *Countermeasures That Work*, because targeted enforcement can be employed for a wide range of purposes in a wide range of circumstances, no overall statement of effectiveness can be made. In Queens, New York, enforcement was a key part of a campaign that included minor engineering adjustments and communications and outreach and reduced pedestrian fatalities (CDC, 1989). In Seattle, a variety of communications and outreach and enforcement combinations were tested in conjunction with a change in the law for drivers to yield to pedestrians at crosswalks; the authors concluded that enforcement was not successful in increasing driver yielding (Britt et al., 1995).



Van Houten and Malenfant (2004) found that driver yielding to pedestrians increased in response to targeted police enforcement at crosswalks on two corridors in Miami Beach, Florida. Warnings and educational flyers were handed out to most violators, while citations were issued for flagrant violations. Some publicity resulted from the enforcement efforts. Yielding also increased to some extent at other untreated crosswalks in the affected corridors. Increases in yielding were sustained for up to a year following the two-week intensive enforcement efforts with nominal additional enforcement, but effects on crashes and injuries have not been reported.

To implement a targeted enforcement program, the Pedestrian CEA team developed the following action steps:

1. Provide targeted overtime funding so law enforcement can ticket noncompliant motorists;
2. Conduct judicial/court system outreach to help drive home the message of following through with enforcement results;

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3. Work with SCA (communications plan and communications calendar to publicize new enforcement initiatives; and
4. Change the language of the Nevada Revised Statutes (NRS) for easier understanding.

Resources

For more information on the effectiveness of enforcement programs on pedestrian safety, go to <http://www.ghsa.org/html/publications/countermeasures/index.html> and review the section on pedestrians.

Pedestrian Safety Education

This strategy is a broad-based approach to improving pedestrian safety awareness and knowledge for pedestrians and motorists. The goal of this strategy is to provide information, and reduce the risk of pedestrian crashes. Motivation to change behavior can be provided through several approaches including educational campaigns and programs, public awareness campaigns, campaigns to targeted groups (i.e., school age children, elderly, motorists, transit riders, etc.) and settings (i.e., school zones, downtowns, Las Vegas Strip, transit stops, etc.); and individual campaigns (i.e., pediatrician discussing child pedestrian safety with parents).

Impact on Safety

An educational strategy should do much more than provide information – the goal is to *motivate* a change in specific behaviors to reduce the risk of pedestrian injuries. The most successful educational messages encourage people to think about their own travel attitudes and behaviors and make better choices to improve their safety. The ways in which travel attitudes and behavior are influenced are now being referred to as “soft” policies, in contrast to “hard” policies that force change (e.g., changes in infrastructure or traffic laws).

In general, although specific education programs might be shown to change targeted behaviors, attitudes, or knowledge levels – and even crashes in large-scale evaluations such as those described above – they are viewed by NHTSA as important components in pedestrian safety initiatives *even if they have not been formally evaluated and proven effective*. This is because of the important role they play in increasing public awareness and complementing engineering and enforcement activities. (NCHRP 2004).

To address the education issue, the Pedestrian CEA developed the following action steps:

1. Coordinate and support statewide pedestrian safety awareness campaigns;
2. Create educational materials for buses and bus shelters – north and south;
3. Target messages to minority and low income neighborhoods; and
4. Create and/or support programs that promote walking or biking to school.

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Resources

For more information on ways to improve pedestrian safety, go to http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v10.pdf.

Criteria for Pedestrian Amenities

Definition



The purpose of this strategy is to develop a pedestrian network screening strategy to identify appropriate locations for targeted enforcement or engineering improvements. A data-driven procedure ensures the locations will have a significant impact on the problem. The second aspect of this strategy is developing guidelines or templates for the placement and design of pedestrian amenities. The guidelines can range from everyday devices, such as sidewalks and crosswalks, to more uncommon techniques, such as a Danish offset in the photo at left. The guidelines for the

design and especially placement should take into consideration the characteristics of the adjacent roadway (pedestrian and vehicle volumes, width, number of lanes) as much as possible. The design guidelines for many pedestrian safety devices are likely well developed; however, the general consensus for guidelines on where to place these devices is deficient.

Impact on Safety

A key issue for transportation safety work is to maximize the benefits of safety projects within the constraints of limited budgets. Establishing a program to identify sites with potential for pedestrian safety improvements will ensure that sites where pedestrian amenities are being constructed truly need safety improvements; minimizing wasted safety investments. Further, identifying guidelines for type, design, and implementation of pedestrian treatments will lead to consistency of pedestrian facilities in Nevada and, therefore, possibly more consistent, safer pedestrian and driver behaviors. The Pedestrian Safety Emphasis Area team has identified the following actions to support this strategy:

1. Identify high-crash pedestrian locations by most recent crash year.
2. Develop strategies to mitigate problems at high-crash pedestrian locations; as appropriate, conduct road safety audits to identify mitigation measures; program improvements.
3. Develop locally tailored WebCare application for use by elected officials, planners, engineers, and other safety partners to query and display targeted crash information.
4. Identify and implement a pilot pedestrian safety project.
5. Develop and implement more pedestrian-friendly design standards.

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6. Implement pedestrian friendly countermeasures in alignment with the FHWA and NCHRP proven/tested strategies.

Resources

For more information on ways to improve pedestrian safety, go to http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v10.pdf.

Washoe County Pedestrian Safety Action Plan

Definition

Following the lead of the Regional Transportation Commission (RTC) of Southern Nevada, the RTC of Washoe County will develop a Pedestrian Safety Action Plan (PSAP). The PSAP is a multijurisdictional approach to pedestrian safety that includes goals of guiding future planning and land use as it pertains to pedestrians, targeting specific locations in need of safety enhancements, and implementing policy changes. Multidisciplinary groups representing Federal, state, and local agencies; law enforcement; private planning and engineering firms; and safety advocates are to collaborate on this effort, which should lead to implementation of measures designed to protect pedestrians, including possible modifications to existing infrastructure and policies.

Some of the tools the RTC and other stakeholders will use include digital imaging of urbanized northern Nevada (traffic lanes, signs, crosswalks, etc.) and a geographic information system (GIS) crash database, where users can evaluate crashes by analyzing numerous variables (time of day, crash type and severity, age/sex of those involved, etc.). After the implementation of measures and modifications, the plan calls for ongoing evaluation and assessment.

Impact on Safety

A pedestrian safety action plan can provide focus on pedestrian crashes frequency and severity and with successful implementation have benefits to pedestrian safety. The Pedestrian Safety Emphasis Area Team has identified the following as action items:

1. Coordinate, participate in, and support planning, creation, and implementation of Washoe County PSAP. Activities may include the following:
 - a. Project initiation,
 - b. Technical Working Group meetings,
 - c. Existing conditions,
 - d. Crash analysis,
 - e. Pedestrian safety priorities,
 - f. Safety countermeasures,
 - g. PSAP document (draft and final),

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- h. Project presentation,
- i. Funding opportunities, and
- j. Regional design guidelines.

Resources

For more information on ways to improve pedestrian safety, go to http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v10.pdf.

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Highway Safety Acronyms

Abbreviation	Definition	Comment/Description
AAA	American Automobile Association	A nonprofit membership of private automobile drivers.
AADT	Average Annual Daily Traffic	The estimate of typical daily traffic on a road segment that considers all days of the week over the period of one year.
AASHTO	American Association of State Highway and Transportation Officials	A member organization for state department of transportation (DOT) chief administrative officials.
CMF	Crash Modification Factor	A crash modification factor (CMF) is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.
AMPO	Association of Metropolitan Planning Organizations	AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of metropolitan planning organizations (MPO) nationwide. Federal highway and transit statutes require, as a condition for spending Federal highway or transit funds in urbanized areas, the designation of MPOs, which have responsibility for planning, programming, and coordination of Federal highway and transit investments. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services. http://www.ampo.org .
APTA	American Public Transportation Association	The American Public Transportation Association (APTA) promotes advocacy, innovation, and information sharing to strengthen and expand public transportation. APTA members serve the public interest by providing safe, efficient, and economical transit services; and by improving those services to meet national energy, environmental, and financial concerns. http://www.apta.com/ .
AR	Annual Report	The report submitted each year (90 days after end of Federal fiscal year [December 31]) by each state highway safety office, which addresses state progress in meeting highway safety goals, using performance measures identified in the performance plan.

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Abbreviation	Definition	Comment/Description
AWP	Annual Work Program	MPOs prepare an annual Unified Planning Work Program (UPWP) and state DOTs prepare an annual State Planning and Research (SPR) work program listing the planning activities to be undertaken in a given fiscal year.
AVI	Automatic vehicle identification	Identifies vehicles using light, microwave, or radio frequencies, combining roadside receivers with on-board transponders to automatically identify vehicles.
BAC (BAL)	Blood Alcohol Concentration (or Blood Alcohol Level)	A percent weight of alcohol (measured in milligrams) in a volume of blood (measured in milliliters). Most state laws declare a BAC reading of 0.10 percent to constitute intoxication. As of the year 2000, 17 states and the District of Columbia had lowered the legal BAC to 0.08.
BTS	Bureau of Transportation Statistics	The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established the Bureau of Transportation Statistics (BTS) for data collection, analysis, and reporting; and to ensure the most cost-effective use of transportation-monitoring resources. BTS is one of the 12 modal administrations in U.S. DOT. http://www.bts.gov/ .
CARE	Combined Accident Reduction Effort	A law enforcement program that typically targets the three summer holiday weekends. In some parts of the country, Thanksgiving is also included.
C/CTSP	Community/Corridor Traffic Safety Program	A traffic safety program process within a locality having diverse countermeasures that ideally address a variety of problem areas having the total support of the local's Chief Executive. This program was a forerunner to the "Safe Communities" programs.
CDC	Centers for Disease Control	A Federal agency that provides direction and education to health care practitioners on the prevention and transmission of disease and injury.
CDL	Commercial Drivers License	A license issued by a state or other jurisdiction, in accordance with the standards contained in 49 CFR 383, to an individual which authorizes the individual to operate a class of commercial motor vehicle.
CDLIS	Commercial Driver License Information System	System containing important driver data, such as name, date of birth, and social security number, that "points" to the complete driver record including restrictions, crashes, and convictions, kept by the state issuing the CDL; connected to the 51 licensing jurisdictions in the United States by AAMVAnet, a national electronic communications network.
CEA	Critical Emphasis Area	For Nevada's SHSP, the CEAS include seat belts, impaired driving, intersections, lane departures, and pedestrians.

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Abbreviation	Definition	Comment/Description
CODES	Crash Outcome Data Evaluation System	Probabilistic linkage techniques that make it possible for states to link large data files in a very short amount of time at relatively low cost. From the linked data, the states identify the expected medical and financial outcome for specific vehicle, crash, and person characteristics.
COG	Council of Governments	One of a variety of titles given to an urban area organization that is responsible for coordinating planning and other activities on a regional basis.
CPS	Child passenger safety	http://www.nhtsa.dot.gov/CPS/ .
CSD/CSS	Context Sensitive Design/Context Sensitive Solutions	CSD recognizes that the way a highway or road is integrated within a community can have positive or negative effects. Practitioners of CSD/CSS promote flexibility and sensitivity, without jeopardizing traditional design standards. The CSD/CSS approach applies to any project (urban street, rural highway, etc.) as every project has a context as defined by the terrain and topography, the community users, and the surrounding land use.
CSS	Child Safety Seat	A generic term for a device designed to protect an infant or child passenger from injury in an auto collision. (There are many other terms in use, some of which have misleading implications to some people, so be sure to define for your audience the word you use. “Car seat” is used by many manufacturers, but may imply old-style seats not designed for crash protection. “Infant seat” or “Infant carrier” may mean a flimsy household baby holder. “Child restraint” or “Child restraint device” may have negative connotations or seem too technical for use with parents or community members. “Infant car safety seat” and “Convertible car safety seat” are neutral and nontechnical. Refer to FMVSS 213 for the regulations governing child safety seats.)
CVSA	Commercial Vehicle Safety Alliance	Nonprofit organization of Federal, state, and provincial enforcement agencies of the U.S., Canada, and Mexico; major focal point for bringing together government officials and members of the truck/bus industry.
DMV	Department of Motor Vehicles	The DMV issues drivers licenses, vehicle registrations, and license plates in Nevada. The agency’s mission is to provide progressive and responsive service; maintain the highest controls to ensure the accurate collection and timely distribution of revenue; improve safety through licensing, monitoring, and intervention; assist Nevada in meeting its Federally-mandated air quality standards; protect state consumers and businesses against fraud and unfair business practices; and ensure the integrity and privacy of records.

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Abbreviation	Definition	Comment/Description
DOT	Department of Transportation	See NDOT.
DPS	Department of Public Safety	Nevada's DPS provides services in support of protecting citizens and visitors by promoting safer communities through prevention, preparedness, response, recovery, education, and enforcement. Divisions include administrative services, capitol police, criminal justice, emergency management, fire marshal, highway patrol, investigations, parole and probation, records and technology, traffic safety, and training.
DUI	Driving Under the Influence of alcohol or other drugs.	Driving or being in actual physical control of a motor vehicle while having an alcohol or drug concentration above the permitted limit as established by each state.
DWI	Driving While Intoxicated or Driving While Impaired	Generic term used in reference to a variety of alcohol- or drug-involved driving offenses. Sometimes equivalent to DUI, sometimes a more severe charge than DUI. In some states, the acronym OWI is used for operating while intoxicated.
ENA	Emergency Nurses Association	ENA's mission is to provide visionary leadership for emergency nursing and emergency care. ENA offers smarter information, education, networking, and representation. It is an international, action-orientated organization ready to support the profession with access to important scientific information and the latest research; networking opportunities with key governmental, academic, and professional contacts; and monitoring of government activities affecting the profession. http://www.ena.org/ .
FARS	Fatality Analysis Reporting System	A database maintained by NHTSA that is intended to be a census (i.e., 100 percent sample) of all highway-related crashes that involve at least one fatality. It is updated annually.
FHWA	Federal Highway Administration	The Federal Highway Administration (FHWA) is a part of the U.S. DOT and is headquartered in Washington, D.C., with field offices across the United States. The FHWA aims to create the best transportation system in the world for the American people through proactive leadership, innovation, and excellence in service. They provide expertise, resources, and information to continually improve the quality of the nation's highway system and its intermodal connections. http://www.fhwa.dot.gov .

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Abbreviation	Definition	Comment/Description
FMCSA	Federal Motor Carrier Safety Administration	The Federal Motor Carrier Safety Administration (FMCSA) was established as a separate administration within the U.S. DOT on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999. FMCSA's mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. http://www.fmcsa.dot.gov .
FTA	Federal Transit Administration	The FTA is the Federal agency that helps cities and communities nationwide provide mobility to their citizens. Through its grant programs, the FTA provides financial and planning assistance to help plan, build, and operate rail, bus, and paratransit systems. The agency also assists in the development of local and regional traffic reduction. http://www.fta.dot.gov/ .
FY	Fiscal Year	Any 12-month accounting period, but generally used to differentiate from a calendar year. The Federal government fiscal year is October 1 through September 30.
GHSA	Governors Highway Safety Association	The Governors Highway Safety Association (GHSA) is the states' voice on highway safety. The 501(c)(3) nonprofit association represents the highway safety programs of states and territories on the human behavioral aspects of highway safety. Such areas include occupant protection, impaired driving, and speed enforcement, as well as motor carrier, school bus, pedestrian, and bicycle safety. GHSA's mission is to provide leadership in the development of national policy to ensure effective highway safety programs. http://www.ghsa.org/ .
GIS	Geographic Information System	GIS is a computer system capable of capturing, storing, analyzing, and displaying geographically-referenced information; that is, data identified according to location. Practitioners also define a GIS as including the procedures, operating personnel, and spatial data that go into the system.
GPS	Global Positioning System	The Global Positioning System (GPS) is a constellation of navigation satellites called Navigation Satellite Timing And Ranging (NAVSTAR), maintained by the U.S. Department of Defense. A handheld GPS receiver can be an accurate tool for determining their location on the terrain. The GPS receiver helps determine locations on the Earth's surface by collecting signals from three or more satellites through a process called triangulation. Identifying a location on the Earth is more useful when the surrounding topographic conditions also are known. Using a topographic map with the GPS receiver provides important information about features of the surrounding terrain and can help plot an effective route from one location to another.

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Abbreviation	Definition	Comment/Description
GR	Governor's Representative for Highway Safety	Highway safety program managers, appointed by the governors of the 50 states, the government of the District of Columbia, the Commonwealths of Puerto Rico and Northern Mariana Islands, and the territories of the Virgin Islands, Guam, American Samoa and the Indian Nation make up the membership of GHSA. These members are responsible for developing and implementing highway safety programs, maintaining fiscal oversight of the programs, and evaluating the programs' impact on highway safety problems.
HazMat (also HM)	Hazardous materials	A chemical substance that may pose an unreasonable risk to health, safety, and property when transported. Transportation of such materials is regulated by the U.S. DOT and subject to state and local regulations.
HERS	Highway Economic Requirements System (HERS) Model	A model maintained by the FHWA that provides estimates of highway investment needs. It simulates the development of improvement projects and keeps track of user impacts, including delay, emissions, and safety.
HSIP	Highway Safety Improvement Program (Federal grant funding program)	Priorities: High-accident locations, roadside obstacle mitigation, rail crossings.
HSIS	Highway Safety Information System	A database maintained by the FHWA compiled from state databases of crashes, roadway characteristics, and traffic. Nine states are currently represented.
HSM	Highway Safety Manual	An effort undertaken by the Transportation Research Board (TRB) similar in scope to the Highway Capacity Manual, but focused on safety. The Manual provides the best factual information and tools in a useful and widely accepted form, to facilitate roadway design and operational decisions based upon explicit consideration of their safety consequences.
HSP	Highway Safety Plan	A state document that describes the projects and activities the state plans to implement to reach the identified performance goals.
HSIP	Highway Safety Improvement Program	Part of Nevada's STIP, the Highway Safety Improvement Program's overall objective is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
IACP	International Association of Chiefs of Police	An association of law enforcement executives.
IG	Inspector General	See Office of Inspector General.

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Abbreviation	Definition	Comment/Description
IHDSM	Interactive Highway Design Safety Model	A model under development by the FHWA that is intended to provide highway designers with estimates of the safety impacts of their alternative highway designs.
IIHS	Insurance Institute for Highway Safety	The Insurance Institute for Highway Safety is a nonprofit research and communications organization funded by auto insurers. For over 30 years, the IIHS has been a leader in finding out what works and does not work to prevent motor vehicle crashes in the first place, and reduce injuries in the crashes that still occur. The Institute's research focuses on countermeasures aimed at all three factors in motor vehicle crashes (human, vehicular, and environmental) and on interventions that can occur before, during, and after crashes to reduce losses. http://www.highwaysafety.org/ .
IPTM	Institute of Police Traffic Management	An institute that specializes in management and traffic courses for police officers.
ISTEA	Intermodal Surface Transportation Equity Act of 1991	The Intermodal Surface Transportation Equity Act (ISTEA) of 1991 sought to establish a national intermodal transportation system that was economically efficient and environmentally sound, provided the foundation for the nation to compete in the global economy, and would move people and goods in an energy-efficient manner. This Act, viewed as a revolutionary approach to national transportation planning, focused on intermodal transportation with seamless connections between highway, rail, air, and marine modes.
ITE	Institute of Transportation Engineers	The Institute of Transportation Engineers (ITE) is an international individual member educational and scientific association and one of the largest and fastest growing multimodal professional transportation organizations in the world. Members include traffic engineers, transportation planners, and other professionals who are responsible for meeting society's needs for safe and efficient surface transportation through planning, designing, implementing, operating and maintaining surface transportation systems worldwide. http://www.ite.org/ .
ITS	Intelligent Transportation Systems	Management and operations transportation strategies that involve the use of advanced technologies to monitor system conditions, adjust traffic control, and provide feedback to users in real time or near real time.
IVI	Intelligent Vehicle Initiative	As part of the U.S. DOT's Intelligent Transportation Systems (ITS) program, the Intelligent Vehicle Initiative (IVI) program aims to accelerate the development, and commercialization of vehicle-based driver assistance products that will warn drivers of dangerous situations, recommend actions, and assume partial control of vehicles to avoid collisions. IVI automotive technologies address three driving conditions

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Abbreviation	Definition	Comment/Description
		where there is the greatest opportunity to improve safety, including normal driving conditions, degraded driving conditions, and imminent crash situation. http://www.its.dot.gov/ivi/ivi.htm .
KABCO	An injury severity scale	Named for the initials of its five severity levels: Killed, A-injury, B-injury, C-injury, no injury.
LOSS	Levels of Service of Safety	An emerging concept that uses qualitative measures to characterize safety of a roadway segment in reference to its expected performance.
MADD	Mothers Against Drunk Driving	A citizen's activist group comprised primarily of people whose family members have been killed or seriously injured by drunk drivers. The group was formed in 1981 and has been recognized for having the greatest influence in strengthening DUI laws and convictions.
MCMIS	Motor Carrier Management Information System	National central repository for safety data maintained by the FMCSA.
MCSAP	Motor Carrier Safety Assistance Program	A Federal grant program conducted by the FMCSA that provides financial assistance to states to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles.
MMUCC	Model Minimum Uniform Crash Criteria	A minimum set of crash data elements with standardized definitions that are relevant to injury control, highway, and traffic safety.
MPO	Metropolitan Planning Organization	The forum for cooperative transportation decision-making for a metropolitan planning area.
NARC	National Association of Regional Councils	The National Association of Regional Councils (NARC) advocates for regional approaches with Federal and state governments; provide training and technical assistance on the latest regional developments; and conduct research on timely regional topics. http://www.narc.org/ .
NAS	National Academies of Science	The National Academy of Sciences (NAS) is a private, nonprofit, self-perpetuating society of distinguished scholars engaged in scientific and engineering research, dedicated to the furtherance of science and technology and to their use for the general welfare. The Academy has a mandate that requires it to advise the Federal government on scientific and technical matters. http://www4.nationalacademies.org/nas/nashome.nsf .
NASS	National Automotive Sampling System	A program maintained by NHTSA that includes the GES, CDS, and SCI.

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Abbreviation	Definition	Comment/Description
NCATS	Nevada Citation and Accident Tracking System	Law enforcement and other agencies collaborate by contributing statewide traffic data to NCATS, which is hosted by the DPS Records and Technology division. NCATS supplies traffic crash data to government and nongovernmental agencies and the public through NDOT Safety Engineering. NCATS data is used in many ways, from planning or mitigating roadway construction and improvement projects to safety program data for better, safer roadways and vehicles. NCATS data is also used to improve outcomes in emergency and trauma medical care. The TRCC and NCATS are funded through NHTSA grants.
NCHRP	National Cooperative Highway Research Program	A shared state DOT research initiative administered by AASHTO and TRB
NCHRP 8-44	Incorporating Safety into Long-Range Transportation Planning	An ongoing NCHRP project to develop improved methods for “Incorporating Safety into Long-Range Transportation Planning.”
NDOT	Nevada Department of Transportation	Established in 1917 with the State Highway Law, which started the active roadway program, now consisting of approximately \$500,000,000 per year of capital outlays to maintain and improve Nevada’s highways. NDOT is responsible for the planning, construction, operation, and maintenance of the 5,400 miles of highway and more than 1,000 bridges that make up the state highway system. The department is divided into three districts, with a district engineer and assistant engineers in each. The districts are responsible for supervising all state transportation activities within their local areas. NDOT’s headquarters building is located in Carson City, with the three main district offices located in Las Vegas, Reno, and Elko. Major maintenance stations are in Ely, Tonopah, and Winnemucca. NDOT is overseen by a seven-member Board of Directors and directed by senior staff.
NECTS	Nevada Executive Committee on Traffic Safety	The role of NECTS in development of the Nevada SHSP is to provide guidance and final approval of document(s) and implementation strategies; and to help gain consensus at a high level among the many local, state, and Federal agencies with a stake in traffic safety. The committee is comprised of agency leaders from NDOT, NHP, OTS, DMV, the Department of Education, Metropolitan Planning Organizations, Nevada State Health Division, Nevada Association of Counties, FHWA, Nevada Sheriffs and Chiefs Association, and the Federal Motor Vehicle Carriers Safety Association.

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Abbreviation	Definition	Comment/Description
NHTSA	National Highway Traffic Safety Administration	NHTSA, under the U.S. DOT, was established by the Highway Safety Act of 1970 as the successor to the National Highway Safety Bureau, to carry out safety programs under the National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966. NHTSA investigates safety defects in motor vehicles; sets and enforces fuel economy standards; helps states and local communities reduce the threat of drunk drivers; promotes the use of safety belts, child safety seats, and air bags; investigates odometer fraud; establishes and enforces vehicle anti-theft regulations; and provides consumer information on motor vehicle safety topics. NHTSA also conducts research on driver behavior and traffic safety to develop the most efficient means of bringing about safety improvements. http://www.nhtsa.dot.gov/ .
NPRM	Notice of Proposed Rulemaking	The NPRM is published in the Federal Register to allow for comments on draft rulemaking by the Federal government.
NSA	National Sheriffs' Association	An association of county-level law enforcement executives.
NSC	National Safety Council	Nongovernmental public service organization. It provides safety services to meet the needs of industry, insurance safety services, government, schools and community organizations.
NTI	National Transit Institute	The National Transit Institute, at Rutgers, the State University of New Jersey, was established under the Intermodal Surface Transportation Efficiency Act of 1991 to develop, promote, and deliver training and education programs for the public transit industry. The National Transit Institute's mission is to provide training, education, and clearinghouse services in support of public transportation and quality of life in the United States. http://www.ntionline.com/ .
NUTI	Northwestern University Traffic Institute	An Institute that specializes in management and traffic courses for police officers. Sometimes called simply "The Traffic Institute."
OIG	Office of the Inspector General	An Office of the U.S. DOT responsible for performing all audit functions, evaluating the effectiveness of programs, ensuring policies and procedures are followed, and maintaining a system to review and resolve audit findings.
OOS	Out-of-service (order, violation)	Truck is taken off the road for serious safety violation(s).
OS/OW	Oversize/Overweight (permit, truck)	Truck requiring special permit to transport a very large and/or heavy load.

2011-2015 Nevada Strategic Highway Safety Plan

Abbreviation	Definition	Comment/Description
OTS	Office of Traffic Safety	<p>The Nevada Office of Traffic Safety, a division of the Department of Public Safety (DPS), is the Federally recognized highway safety office in the state of Nevada. The Director of DPS serves as the Governor's Highway Safety Representative.</p> <p>Functional Goals:</p> <ul style="list-style-type: none"> • To encourage the implementation of innovative traffic safety projects at the state and local level that improve motorist awareness, roadway environment, data collection systems, enforcement, and emergency response aimed at reducing the number and severity of traffic crashes on public highways. • To administer a statewide bicycle and pedestrian education program to promote safe bicycle, pedestrian and vehicle interaction on public traffic ways. • To administer a comprehensive motorcycle safety education and training program including selection and enhancement of motorcycle training sites, conducting instructor development workshops aimed toward reducing injuries and fatalities while increasing awareness of motorcycles by other road users.
PAR	Police Accident Report	The form used by police officers to collect information about a traffic crash.
PBCAT	Pedestrian-Bicycle Crash Analysis Tool	A crash typing software product intended to assist with improving walking and bicycling safety.
PID	Problem Identification	A process of analysis (generally data) to isolate specific causes or locations of traffic accidents.
PSA	Public Service Announcement	A television, newspaper, or radio message that is broadcast free of charge by the network or station as a public service.
RID	Remove Intoxicated Drivers	A national organization dedicated to minimizing impaired driving.
RTC	Regional Transportation Commission	RTC is the designation for Nevada's metropolitan planning organizations in Clark County (RTC of Southern Nevada) and Washoe County (RTC of Washoe County), both key partners in the state's SHSP efforts.
RTP	Regional Transportation Plan	The Regional Transportation Commissions of Washoe County and Southern Nevada are responsible for their respective RTPs, which outline each region's long-range transportation plans and anticipated transportation investments. Addressing all modes of travel as well as transportation management strategies, the plans' guiding principles are to achieve a better balance between

2011-2015 Nevada Strategic Highway Safety Plan

Abbreviation	Definition	Comment/Description
		transportation system planning and accommodating projected growth.
SADD	Students against Destructive Decisions	Groups formed by students to combat drinking and driving among their peers. Their emergence as activists is most prominent during graduation/prom weeks.
SAFER	Safety and Fitness Electronic Records	National safety information exchange system maintained by the Volpe National Transportation Systems Center (VNTSC) for the FMCSA.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	Signed into law in 2005, SAFETEA-LU represented the largest surface transportation investment in U.S. history, totaling \$244.1 billion for highways, highway safety, and public transportation. SAFETEA-LU addressed the many challenges facing our transportation system today – improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. The legislation, which expired on September 30, 2009, is currently under reauthorization.
SCA	Strategic Communications Alliance	Nevada is one of the first states in the country to develop a committee to assist with all SHSP marketing and communication activities. The mission of Nevada's SCA, formed in September 2008, is to develop and implement a coordinated traffic safety marketing and communications program for the SHSP among the public- and private-sector agencies and organizations involved with transportation safety to maximize impact and leverage limited resources. Traffic safety communications experts from a variety of public- and private-sector agencies and organizations comprise the SCA.
SCI	Special Crash Investigations	A program maintained by NHTSA that routinely investigates in depth crashes involving factors of high interest, especially rapidly changing technologies.
SCP	Safety Conscious Planning	A comprehensive, systemwide, multimodal, and proactive planning process that's goal is to prevent the human and economic consequences of transportation-related conflicts that affect all road users by integrating safety into the planning processes.
SFST	Standard Field Sobriety Test	Testing of a DWI suspect at the site of apprehension, usually an assessment of coordination, balance, speech, and horizontal gaze nystagmus to determine if suspect is impaired.
SHSO	State Highway Safety Office	The state agency that administers and manages the State and community Highway Safety Grant Program at the state level.

2011-2015 Nevada Strategic Highway Safety Plan

Abbreviation	Definition	Comment/Description
SHSP	Strategic Highway Safety Plan	In 2004, the NDOT and OTS made the move to create Nevada's Strategic Highway Safety Plan (SHSP). Using guiding principles and key objectives from the FHWA, the plan was officially published in 2006 – with the overall goal of reducing the statewide traffic fatality rate by 33 percent. This equated to a reduction of nearly 100 highway traffic-related fatalities through 2008. Nevada's SHSP has five critical focus areas to accomplish the goal: seat belt usage, lane departures, impaired driving, intersections, and pedestrians.
SMS	Safety Management System	A process for monitoring safety conditions and performance, and developing safety improvements to address safety problems.
SPF	Safety Performance Function	A statistically developed relationship, usually in equation form, that is used to predict crash experience as a function of traffic and highway design features.
STEP	Selective Traffic Enforcement Program	Selective traffic enforcement program focusing on specific areas of concern (e.g., speed, DWI, safety belts).
STIP	Statewide Transportation Improvement Program	The STIP lists all capital and noncapital transportation projects proposed for funding under Title 23 of the Federal-Aid Highway Act or the Federal Transit Act. The projects improve the capacity of Nevada's highways by increasing the number of lanes, building new roads and road extensions, and completing intersection improvements. Also covered are improvements to public and Federal lands highways, transit projects, pedestrian walkways, and bicycle facilities.
STP	Statewide Transportation Plan	Nevada's STP is a policy document that is intended to provide direction and strategies for NDOT over the next 20-years. It is a multimodal plan that explores the issues affecting aviation, bicycles, pedestrians, transit, cars, trucks, and trains and the linkages between them. The plan was developed in accordance with SAFETEA-LU provisions.
TCRP	Transit Cooperative Research Program	The transit equivalent of NCHRP.
TEA-21	Transportation Equity Act for the 21 st Century	On June 9, 1998, the President signed into law PL 105-178, the Transportation Equity Act for the 21 st Century (TEA-21) authorizing highway, highway safety, transit, and other surface transportation programs for the next six years. Subsequent technical corrections in the TEA-21 Restoration Act have been incorporated; thus, the material presented here reflects the combined effects of both Acts and the two are jointly referred to as TEA-21. TEA-21 builds on the initiatives established in the ISTEA, which was the last major authorizing legislation for surface transportation. This new

2011-2015 Nevada Strategic Highway Safety Plan

Abbreviation	Definition	Comment/Description
		Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation. http://www.fhwa.dot.gov/tea21/index.htm .
TFHRC	Turner-Fairbanks Highway Research Center	An FHWA research facility in McLean, Virginia, which conducts research and development related to new highway technologies, including safety technologies.
TIP	Transportation Improvement Program	A prioritized program of transportation projects to be implemented in appropriate stages over several years (i.e., three to five years). The projects are recommended from those in the transportation systems management element and the long-range element of the planning process. This program is required as a condition for a locality to receive Federal transit and highway grants.
TRB	Transportation Research Board	TRB is a division of the National Research Council, which serves as an independent adviser to the Federal government and others on scientific and technical questions of national importance. TRB's varied activities annually draw on more than 4,000 engineers, scientists, and other transportation researchers and practitioners from the public and private sectors and academia, all of whom contribute their expertise in the public interest. The Board is supported by state transportation departments; the U.S. DOT; and other agencies, associations, organizations, and individuals interested in transportation. www.trb.org .
TRCC	Traffic Records Coordinating Committee	The TRCC is users group, with representation from all of Nevada's NCATS users, traffic engineers, traffic records units, IT professionals, and anyone with a professional relationship with NCATS. The TRCC receives direction from the Traffic Records Executive Committee (TREC), researches and implements projects directed or approved by the TREC; and is a roundtable for discussion of mutual problems, training, and dissemination of information about Nevada traffic records.
TREC	Traffic Records Executive Committee	The TREC develops and oversees the long-range planning efforts of the Highway Safety Information System, investigates the possibilities of linking traffic records systems, and provides vision to the TRCC.

2011-2015 Nevada Strategic Highway Safety Plan

Abbreviation	Definition	Comment/Description
TSI	Transportation Safety Institute	An agency of the U.S. DOT, TSI is dedicated to transportation safety training and education. Much of NHTSA-sponsored training is coordinated through TSI.
TWG	Technical Working Group	For Nevada's SHSP, the TWG is a multiagency group comprised of representatives who are stakeholders in traffic safety. The group meets regularly to support the NECTS by providing data and information needed to make decisions, making recommendations for NECTS consideration, and implementing NECTS decisions.
VMT	Vehicle-Miles Traveled	A measure of highway usage, calculated as the number of miles traveled by all vehicles over a given segment or system. It is commonly used as the denominator (i.e., "exposure" metric) in developing highway crash rates.
WIM	Weigh-in-motion	Technology that dynamically weighs vehicles at highway or ramp speeds, enabling sorting of vehicles for increased weighing capacity and processing of trucks.



STATE OF NEVADA

zero Fatalities
Drive Safe Nevada

Always Buckle Up Don't Drive Impaired Focus on the Road Stop on Red Be Pedestrian Safe **Ride Safe**

CHALK ONE UP
FOR SAFE RIDING

CLICK TO PLAY

THE FACTS ABOUT MOTORCYCLES




MOTORCYCLISTS
are more than

26X

more likely than passenger car
occupants to die in motor
vehicle traffic crashes

Motorcycles are a part of the great American tradition. It's all about escaping the cages, exploring the open road and seeing the world. However, the fact is that there are certain risks that come with riding a motorcycle. Between 2009 and 2013, nearly 1,100 motorcyclists were seriously injured in Nevada and almost 250 riders lost their lives on our roadways. While we want to see you out riding on our roads today, even more importantly we want to see you out riding again tomorrow.

WHAT YOU CAN DO



Slow Down

We all know motorcycles are built for speed. They can accelerate faster than anything out there and they look killer. But the real killer is aggressive riding. You're not invincible on a motorcycle and speeding only increases your chances of getting in a serious crash. The speed laws are there for your safety. So no matter what, ride at a speed that's safe for conditions and within your own limits. Slow down and ride smart.

Ride Sober

When you mix riding with alcohol you can expect disastrous results. With stopping points often serving drinks and pressure to join the fun, it's hard to take a stand against drinking and riding. But those two things don't mix on the road. Lead the pack and keep the bikes away from the booze.



Gear Up

Protective gear does a lot more than meets the eye. It makes the ride more comfortable, improves visibility and can ultimately save your life in a crash. Every rider and passenger should wear sturdy over-the-ankle footwear with non-slip soles, long pants, a full-length



jacket, full-fingered gloves and, above all, a helmet that meets the DOT standards with proper eye protection. Don't take any chances; wear all the gear, all the time.

Share the Road

Of all motor vehicles, motorcycles are the most vulnerable on the road. As such, whether you're riding a motorbike or driving beside one, you need to be aware and alert. Give motorcyclists a full lane of travel and maintain at least three to four seconds of distance behind a motorcycle. Conversely, if you're the rider, make sure you are visible, and use reflective decals when appropriate. Remain alert at all times and give yourself enough time to react should a situation become difficult. Participate in rider education programs when you can. Learn more about available classes at www.NevadaRider.com.



KNOW THE LAW

A MOTORCYCLE LICENSE IS REQUIRED

Before you can get riding on public streets, you must hold a valid motorcycle driver's license. A class "M" license can be earned through successfully completing an approved motorcycle safety class (see NevadaRider.com for details) or through testing at the Department of Motor Vehicles.

GEAR UP! IT'S THE LAW

Whenever you ride, a DOT Compliant helmet with protective glasses, goggles or a face shield are required. Look for the DOT sticker on the outside and inside of your helmet. A good indicator if the helmet is DOT compliant is if the protective inner lining is approximately 1" thick.

LANE SPLITTING ISN'T ALLOWED

Lane splitting or filtering is not legal in Nevada. Riders cannot ride between moving or stationary vehicles occupying adjacent traffic lanes. Side by side motorcycle riding is allowed, but only when both parties consent.

Zero Fatalities | Ride Safe Nevada - Motorcycle Safety

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YOU HAVE RIGHTS TO YOUR TRAFFIC LANE

Motorcyclists are entitled to the full use of their traffic lane. Other vehicle drivers may not squeeze in beside the rider in their lane.

RELATED SAFETY PROGRAMS



CONNECT WITH US:



SELECT A STATE:



NEVADA DEPARTMENTS OF PUBLIC SAFETY & TRANSPORTATION

NDOT: 1263 South Stewart Street, Carson City, Nevada 89712

N DPS: 555 Wright Way, Carson City, Nevada 89711

Media & Marketing Liaison: Myisha Williams

Phone: 702.432.5124 Email: info@zerofatalitiesnv.com

[Visit NV.gov](http://VisitNV.gov)

Brian Sandoval - Governor

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**STATE OF NEVADA
DEPARTMENT OF MOTOR VEHICLES**

CENTRAL SERVICES AND RECORDS DIVISION

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

TOTAL ACTIVE VEHICLE REGISTRATIONS
THROUGH MAY 2015

COUNTY	CARS & RVS	TRUCK, VAN, BUS	TRAILER, UTLY, TENT	MOTORCYCLE	OFF-HIGHWAY VEHICLE	TRV-TLR & 5TH WHEEL	TOTAL
CARSON CITY	37,880	14,770	5,971	2,352	1,323	1,545	63,841
CHURCHILL	14,650	9,874	5,649	970	1,428	1,314	33,885
CLARK	1,095,453	239,168	59,996	38,393	12,960	10,594	1,456,564
DOUGLAS	37,443	16,972	9,241	2,808	2,291	2,336	71,091
ELKO	26,050	22,513	11,325	1,866	4,281	2,589	68,624
ESMERALDA	639	663	329	48	61	78	1,818
EUREKA	998	1,567	787	66	127	135	3,680
HUMBOLDT	9,664	8,481	4,893	727	1,248	887	25,900
LANDER	3,363	3,129	1,761	220	520	396	9,389
LINCOLN	2,893	2,592	1,570	104	478	353	7,990
LYON	33,918	18,560	9,130	2,665	2,735	2,396	69,404
MINERAL	2,836	2,106	898	157	214	262	6,473
NYE	29,862	17,164	7,620	1,979	1,827	2,123	60,575
PERSHING	2,629	2,523	1,411	163	362	229	7,317
STOREY	3,680	1,935	1,009	356	288	264	7,532
WASHOE	258,268	84,785	36,527	15,064	9,920	10,093	414,657
WHITE PINE	4,804	5,200	2,477	275	1,100	623	14,479
OTHER	10	16	5	2	25	1	59
TOTAL	1,565,040	452,018	160,599	68,215	41,188	36,218	2,323,278

PROGRAM NAME: AZBR028A RUN: 06/07/2015

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<http://ccintra1w2k3/VR/azbr028a-05.asp>[6/18/2015 9:17:34 AM]

Percent Motorcycle Registrations by County May, 2015

Clark	38393	56.3%
Washoe	15064	22.1%
Douglas	2808	4.1%
Lyon	2665	3.9%
Carson City	2352	3.4%
Nye	1979	2.9%
Elko	1866	2.7%
Churchill	970	1.4%
Humboldt	727	1.1%
Storey	356	0.5%
White Pine	275	0.4%
Lander	220	0.3%
Pershing	163	0.2%
Mineral	157	0.2%
Lincoln	104	0.2%
Eureka	66	0.1%
Esmeralda	48	0.1%
Other	2	0.0%
Total	68215	100%

Source - Department of Motor Vehicles, Total Active Vehicle Registrations

State of Nevada - Motorcycle Safety Courses Washoe County

June 1, 2014 thru May 31, 2015

Truckee Meadows College

6/3/14	61294 BRC
6/6/14	61294 BRC
6/8/14	61294 BRC
6/10/14	61294 BRC
6/13/14	61294 BRC
6/14/14	61294 BRC
6/17/14	61294 BRC
6/20/14	61294 BRC
6/24/14	61294 BRC
6/27/14	61294 BRC
6/28/14	61294 BRC
7/1/14	61294 BRC
7/8/14	61294 BRC
7/11/14	61294 BRC
7/22/14	61294 BRC
7/25/14	61294 BRC
7/29/14	61294 BRC
8/8/14	61294 BRC
8/8/14	61294 BRC
8/15/14	61294 BRC
8/22/14	61294 BRC
9/5/14	61294 BRC
9/12/14	61294 BRC
9/13/14	61294 BRC
9/19/14	61294 BRC
9/26/14	61294 BRC
10/3/14	61294 BRC
10/5/14	61294 BRC
10/10/14	61294 BRC
10/11/14	61294 BRC
10/17/14	61294 BRC
10/17/14	61294 BRC
10/24/14	61294 BRC
11/7/14	61294 BRC
4/11/15	61294 BRC
4/12/15	61294 BRC
4/25/15	61294 BRC
4/26/15	61294 BRC
5/2/15	61294 BRC
5/9/15	61294 BRC
5/10/15	61294 BRC
5/16/15	61294 BRC
5/17/15	61294 BRC
5/27/15	61294 BRC
5/27/15	61294 BRC

Reno Harley-Davidson

<u>Date</u>	<u>RERP</u>	<u>Type</u>
6/5/14	200007	BRC
6/19/14	200007	BRC
6/26/14	200007	BRC
7/24/14	200007	BRC
8/14/14	200007	BRC
8/21/14	200007	BRC
8/28/14	200007	BRC
9/11/14	200007	BRC
10/10/14	200007	BRC
10/16/14	200007	BRC
10/30/14	200007	BRC
4/18/15	200007	ERC
4/26/15	200007	BRC
5/3/15	200007	BRC
5/14/15	200007	BRC
5/21/15	200007	BRC
5/28/15	200007	BRC

Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2014
 Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno



	Percent Change 7/11 - 7/12	JULY 1 2012	Percent Change 7/12 - 7/13	JULY 1 2013	Percent Change 7/13 - 7/14	JULY 1 2014
State of Nevada	1.0%	2,750,217	1.8%	2,830,967	1.5%	2,843,301
Counties						
Cities						
Towns						
Carson City	-1.1%	55,441	-1.4%	54,668	-1.3%	53,989
Churchill County	0.4%	25,238	0.3%	25,322	-0.9%	25,103
Fallon	1.1%	8,706	0.0%	8,706	-0.7%	8,645
Clark County	1.0%	1,988,195	2.2%	2,031,723	1.9%	2,069,450
Boulder City	2.8%	15,759	-0.8%	15,635	0.0%	15,627
Henderson	0.8%	266,846	2.8%	274,270	2.4%	280,928
Las Vegas	0.1%	589,156	1.6%	598,520	2.0%	610,637
Mesquite	-1.5%	16,778	4.2%	17,477	4.5%	18,262
North Las Vegas	-0.8%	222,009	1.9%	226,199	1.9%	230,491
Bunkerville	-9.6%	1,084	-1.5%	1,067	-2.7%	1,039
Enterprise	1.4%	162,872	4.8%	170,699	2.0%	174,064
Indian Springs	2.0%	1,192	0.9%	1,203	1.4%	1,220
Laughlin	17.4%	8,414	5.0%	8,835	1.4%	8,963
Moapa	-21.8%	1,086	0.7%	1,094	23.6%	1,352
Moapa Valley	-10.2%	6,068	0.0%	6,871	-0.3%	6,851
Mt. Charleston	-1.3%	647	0.7%	651	-2.5%	635
Paradise	1.7%	184,745	1.7%	187,949	1.6%	191,047
Searchlight	-30.7%	395	0.3%	397	-13.2%	344
Spring Valley	7.2%	184,910	2.1%	188,818	1.3%	191,342
Summerlin	0.5%	25,260	6.3%	26,855	1.4%	27,244
Sunrise Manor	2.9%	196,570	1.6%	199,754	1.5%	202,710
Whitney	-0.5%	38,910	2.4%	39,857	1.8%	40,567
Winchester	-5.1%	31,634	1.0%	31,960	1.4%	32,413

Note: This series represents the estimates as certified by NV's Governor each year. It is not a time series reflecting Census 2000 or 2010.

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State of Nevada	1.0%	2,750,217	1.8%	2,800,967	1.5%	2,843,301
Counties						
Cities						
Towns						
Douglas County	0.7%	48,015	1.0%	48,478	0.2%	48,553
Gardnerville	0.5%	5,495	0.8%	5,541	4.0%	5,760
Genoa	1.3%	219	0.6%	220	-1.5%	217
Minden	0.9%	3,010	-0.6%	2,993	2.7%	3,072
Elko County	3.8%	51,771	3.1%	53,384	0.0%	53,358
Carlin	0.0%	2,376	20.0%	2,851	-4.2%	2,731
Elko	6.2%	20,406	2.7%	20,958	-0.4%	20,865
Wells	9.0%	1,230	2.1%	1,307	5.8%	1,411
West Wendover	-2.3%	4,367	2.0%	4,453	-0.7%	4,420
Jackpot	-5.1%	914	1.0%	923	-1.8%	907
Montello	-23.5%	60	-0.3%	60	-6.3%	56
Mountain City	7.4%	110	-0.7%	109	-1.6%	107
Esmeralda County	4.3%	860	-0.2%	858	7.9%	926
Goldfield	-9.9%	259	12.8%	293	-7.2%	272
Silver Peak	9.4%	128	3.4%	132	-3.2%	128
Eureka County	0.8%	2,011	0.7%	2,024	-6.0%	1,903
Crescent Valley	-6.5%	370	0.2%	371	0.8%	374
Eureka (town)	17.3%	717	0.4%	720	-3.9%	691
Humboldt County	1.5%	17,384	0.4%	17,457	-0.4%	17,388
Winnemucca	2.0%	7,997	2.4%	8,185	-1.8%	8,042

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State of Nevada	1.0%	2,750,217	1.8%	2,800,967	1.5%	2,843,301
Counties						
Cities						
Towns						
Lander County	3.9%	6,221	2.0%	6,343	3.4%	6,560
Austin	1.0%	173	-2.2%	169	0.7%	170
Battle Mountain	2.9%	3,421	6.9%	3,657	4.0%	3,804
Kingston	-0.9%	124	0.1%	124	2.9%	128
Lincoln County	-3.5%	5,100	-1.6%	5,020	-0.3%	5,004
Caliente	-4.0%	1,089	-1.9%	1,068	-1.1%	1,056
Alamo	-7.0%	583	0.0%	583	-0.9%	578
Panaca	6.5%	832	-2.5%	811	-1.7%	797
Pioche	-13.2%	810	-2.5%	790	-0.7%	784
Lyon County	-0.4%	52,245	1.4%	52,960	0.7%	53,344
Fernley	-0.3%	18,831	0.8%	18,987	0.5%	19,077
Yerington	-2.3%	3,094	0.4%	3,106	-0.4%	3,095
Mineral County	1.7%	4,679	-0.4%	4,662	-1.7%	4,584
Hawthorne	2.6%	3,086	-0.3%	3,076	-1.7%	3,023
Luning	12.3%	99	1.0%	100	-1.8%	98
Mina	25.3%	162	0.9%	163	-1.6%	160
Walker Lake	13.7%	349	-0.7%	346	-5.0%	329

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State of Nevada	1.0%	2,750,217	1.8%	2,800,967	1.5%	2,843,301
Counties						
Cities						
Towns						
Nye County	-0.5%	44,292	1.0%	44,749	1.6%	45,456
Amargosa	1.7%	1,353	-0.6%	1,342	6.2%	1,426
Beatty	3.2%	1,011	-4.5%	966	-1.0%	975
Gabbs	-3.9%	27	-4.4%	259	-5.6%	245
Manhattan	3.4%	125	-0.7%	124	6.9%	133
Pahrump	-1.1%	36,593	1.2%	37,030	1.5%	37,826
Round Mountain	4.9%	809	1.6%	822	2.9%	846
Tonopah	8.8%	2,552	1.6%	2,593	-0.6%	2,578
Pershing County	2.4%	7,013	-1.9%	6,882	-2.4%	6,714
Lovelock	-0.8%	1,936	2.6%	1,987	-1.8%	1,952
Imlay	-6.1%	166	31.5%	244	5.4%	257
Storey County	-0.5%	4,103	-2.1%	4,017	-1.1%	3,974
Gold Hill	-14.1%	204	-2.1%	200	0.6%	201
Virginia City	-3.4%	630	1.3%	841	-1.1%	832
Washoe County	1.4%	427,704	1.1%	432,324	1.0%	436,797
Reno	3.2%	229,659	1.0%	232,243	1.3%	235,371
Sparks	-2.3%	90,214	1.5%	91,551	0.9%	92,396
White Pine County	-0.6%	9,945	1.5%	10,095	1.2%	10,218
Ely	-0.6%	4,086	0.8%	4,100	1.6%	4,165
Lund	-0.4%	206	0.2%	206	0.8%	208
McGill	0.6%	1,176	0.2%	1,177	2.0%	1,200
Ruth	-0.5%	418	1.5%	424	1.2%	429

Note: This series represents the estimates as certified by NV's Governor each year. It is not a time series reflecting Census 2000 or 2010.

SB142

Page 1 of 2

SB142

[View Bill in NELIS](#)



Introduced in the Senate on Feb 12, 2015.

By: (Bolded name indicates primary sponsorship)

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

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

Fiscal Notes

Effect on Local Government: No.

Effect on State: No.

Most Recent History Approved by the Governor, Chapter 83.

Action:

(See full list below)

Upcoming Hearings

Past Hearings

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

Final Passage Votes

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

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

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

Bill History

[Feb 12, 2015](#)

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

SB142

Page 2 of 2

Feb 13, 2015

- From printer. To committee.

Apr 14, 2015

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

Apr 15, 2015

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

Apr 16, 2015

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

May 01, 2015

- From committee: Do pass.

May 04, 2015

- Read second time.

May 05, 2015

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

May 06, 2015

- In Senate. To enrollment.

May 08, 2015

- Enrolled and delivered to Governor.

May 14, 2015

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

Senate Bill No. 142—Senator Gustavson

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

CHAPTER.....

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

Legislative Counsel's Digest:

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

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

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

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

Sections 1-3. (Deleted by amendment.)

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

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

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

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

Sec. 4. (Deleted by amendment.)

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

486.372 1. The Director shall:

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

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



- 2 -

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

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

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

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

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

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

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

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

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

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

Sec. 5. (Deleted by amendment.)

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

20 ~~~~~ 15



Senate Bill No. 142—Senator Gustavson

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

CHAPTER.....

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

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- 2 -

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

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

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

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

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

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

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

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

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

Sec. 5. (Deleted by amendment.)

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



APPENDIX E & F

APPENDIX E TO PART 1200 – PARTICIPATION BY POLITICAL SUBDIVISIONS

(a) Policy. To ensure compliance with the provisions of 23 U.S.C. 402(b)(1)(C) and 23 U.S.C. 402(h)(2), which require that at least 40 percent or 95 percent of all Federal funds apportioned under Section 402 to the State or the Secretary of Interior, respectively, will be expended by political subdivisions of the State, including Indian tribal governments, in carrying out local highway safety programs, the NHTSA Approving Official will determine if the political subdivisions had an active voice in the initiation, development and implementation of the programs for which funds apportioned under 23 U.S.C. 402 are expended.

(b) Terms.

Local participation refers to the minimum 40 percent or 95 percent (Indian Nations) that must be expended by or for the benefit of political subdivisions.

Political subdivision includes Indian tribes, for purpose and application to the apportionment to the Secretary of Interior.

(c) Determining local share.

(1) In determining whether a State meets the local share requirement in a fiscal year, NHTSA will apply the requirement sequentially to each fiscal year's apportionments, treating all apportionments made from a single fiscal year's authorizations as a single entity for this purpose. Therefore, at least 40 percent of each State's apportionments (or at least 95 percent of the apportionment to the Secretary of Interior) from each year's authorizations must be used in the highway safety programs of its political subdivisions prior to the period when funds would normally lapse. The local participation requirement is applicable to the State's total federally funded safety program irrespective of Standard designation or Agency responsibility.

(2) When Federal funds apportioned under 23 U.S.C. 402 are expended by a political subdivision, such expenditures are clearly part of the local share. Local highway safety-project-related expenditures and associated indirect costs, which are reimbursable to the grantee local governments, are classifiable as local share. Illustrations of such expenditures are the costs incurred by a local government in planning and administration of highway safety project-related activities, such as occupant protection, traffic records system improvements, emergency medical services, pedestrian and bicycle safety activities, police traffic services, alcohol and other drug countermeasures, motorcycle safety, and speed control.

(3) When Federal funds apportioned under 23 U.S.C. 402 are expended by a State agency for the benefit of a political subdivision, such funds may be considered as part of the local share, provided that the political subdivision has had an active voice in the initiation, development, and implementation of the programs for which such funds are expended. A State may not arbitrarily ascribe State agency expenditures as "benefiting local government." Where political subdivisions have had an active voice in the initiation, development, and implementation of a particular program or activity, and a political subdivision which has not had such active voice agrees in advance of implementation to accept the benefits of the program, the Federal share of the cost of such benefits may be credited toward meeting the local participation requirement. Where no political subdivisions have had an active voice in the initiation, development, and

implementation of a particular program, but a political subdivision requests the benefits of the program as part of the local government's highway safety program, the Federal share of the cost of such benefits may be credited toward meeting the local participation requirement. Evidence of consent and acceptance of the work, goods or services on behalf of the local government must be established and maintained on file by the State until all funds authorized for a specific year are expended and audits completed.

(4) State agency expenditures which are generally not classified as local are within such areas as vehicle inspection, vehicle registration and driver licensing. However, where these areas provide funding for services such as driver improvement tasks administered by traffic courts, or where they furnish computer support for local government requests for traffic record searches, these expenditures are classifiable as benefitting local programs.

(d) Waivers. While the local participation requirement may be waived in whole or in part by the NHTSA Administrator, it is expected that each State program will generate political subdivision participation to the extent required by the Act so that requests for waivers will be minimized. Where a waiver is requested, however, it must be documented at least by a conclusive showing of the absence of legal authority over highway safety activities at the political subdivision levels of the State and must recommend the appropriate percentage participation to be applied in lieu of the local share.

APPENDIX F TO PART 1200 – PLANNING AND ADMINISTRATION (P&A) COSTS

(a) Policy. Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities, or the applicable sliding scale rate in accordance with 23 U.S.C. 120. The Federal contribution for P&A activities shall not exceed 13 percent of the total funds the State receives under 23 U.S.C. 402. In accordance with 23 U.S.C. 120(i), the Federal share payable for projects in the U.S. Virgin Islands, Guam, American Samoa and the Commonwealth of the Northern Mariana Islands shall be 100 percent. The Indian country, as defined by 23 U.S.C. 402(h), is exempt from these provisions. NHTSA funds shall be used only to finance P&A activities attributable to NHTSA programs.

(b) Terms.

Direct costs are those costs identified specifically with a particular planning and administration activity or project. The salary of an accountant on the State Highway Safety Agency staff is an example of a direct cost attributable to P&A. The salary of a DWI (Driving While Intoxicated) enforcement officer is an example of direct cost attributable to a project.

Indirect costs are those costs (1) incurred for a common or joint purpose benefiting more than one cost objective within a governmental unit and (2) not readily assignable to the project specifically benefited. For example, centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Planning and administration (P&A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency.

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a State Highway Safety Agency).

(c) Procedures. (1) P&A activities and related costs shall be described in the P&A module of the State's Highway Safety Plan. The State's matching share shall be determined on the basis of the total P&A costs in the module. Federal participation shall not exceed 50 percent (or the applicable sliding scale) of the total P&A costs. A State shall not use NHTSA funds to pay more than 50 percent of the P&A costs attributable to NHTSA programs. In addition, the Federal contribution for P&A activities shall not exceed 13 percent of the total funds in the State received under 23 U.S.C. 402 each fiscal year.

(2) A State at its option may allocate salary and related costs of State highway safety agency employees to one of the following:

- (i) P&A;
- (ii) Program management of one or more program areas contained in the HSP; or
- (iii) Combination of P&A activities and the program management activities in one or more program areas.

(3) If an employee works solely performing P&A activities, the total salary and related costs may be programmed to P&A. If the employee works performing program management activities in one or more program areas, the total salary and related costs may be charged directly to the appropriate area(s). If an employee is working time on a

combination of P&A and program management activities, the total salary and related costs may be charged to P&A and the appropriate program area(s) based on the actual time worked under each area(s). If the State Highway Safety Agency elects to allocate costs based on actual time spent on an activity, the State Highway Safety Agency must keep accurate time records showing the work activities for each employee. The State's recordkeeping system must be approved by the appropriate NHTSA Approving Official.



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 8
Colorado, Nevada, North Dakota,
South Dakota, Utah, Wyoming

12300 West Dakota Avenue
Suite 140
Lakewood, CO 80228
Phone: 720-963-3100
Fax: 720-963-3124

August 24, 2015

The Honorable Brian Sandoval
Office of the Governor
101 North Carson Street
Carson City, NV 89701

Dear Governor Sandoval:

We have reviewed Nevada's fiscal year (FY) 2016 Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on July 1, 2015. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Plan (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list (if applicable), consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Director Jim Wright, for his consideration and action.

We look forward to working with Director Wright, the Office of Traffic Safety, and their partners to meet our mutual goals of reduced fatalities, injuries, and crashes on Nevada's roads.

If you would like any additional information on Nevada's Highway Safety Plan review please feel free to contact me at 720-963-3100 or email me at bill.watada@dot.gov.

Sincerely,



Bill R. Watada
Regional Administrator

cc: Jim Wright, Director, Department of Public Safety
Traci Pearl, Chief, Office of Traffic Safety
Susan Klekar, Division Administrator, Federal Highway Administration, Nevada Division
Mary D. Gunnels, PhD., Associate Administrator, NHTSA Office of Regional Operations
and Program Delivery



U.S. Department
of Transportation

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Nevada Department of Public Safety
555 Wright Way
Carson City, NV 89701

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First, I offer congratulations on several FY 2015 successes. For the most current year available, unrestrained passenger vehicle fatalities and alcohol-impaired driving fatalities declined, and helmet use in motorcyclist fatalities remained well above the national average. These accomplishments reflect the hard work that occurs across the State of Nevada to reduce the prevalence of traffic-related injury and fatality.

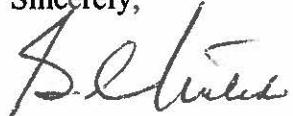
While it is important to acknowledge the areas of success for the State, many challenges remain. Pedestrian fatalities increased by 18 percent and motorcyclist fatalities increased by 32 percent. We are encouraged by the Office of Traffic Safety's (OTS) assertive response to these trends, including programmatic collaboration with the Nevada Department of Transportation.

In an effort to continually strengthen state Highway Safety Plans, you will find an addendum with a recommendation for your consideration and action. Should the Office of Traffic Safety staff choose to implement the recommendation identified in the enclosure, we will gladly provide technical assistance.



We congratulate you and your staff for the progress achieved in FY 2015 and look forward to our continued partnership in FY 2016. For additional information or discussion of the content of this letter, please have your staff contact Mario Ramos at 720-963-3116.

Sincerely,



Bill R. Watada
Regional Administrator

Enclosure

cc: Traci Pearl, Chief, Office of Traffic Safety
Susan Klekar, Division Administrator, Federal Highway Administration, Nevada Division
Mary D. Gunnels, PhD, MS Associate Administrator, NHTSA, Regional Operations and
Program Delivery

August 24, 2015

**Nevada's Plan for Fiscal Year (FY) 2016 Highway Safety Funds
National Highway Traffic Safety Administration, Region 8
Major Equipment Approval and Recommendations**

EQUIPMENT

The major equipment purchases included with the Office of Traffic Safety (OTS) Highway Safety Plan dated July 1, 2015 are approved for the specified costs listed below:

Agency	Project Number	Equipment	Amount Approved
Reno Police Department	#TS-2016-RPD-00068	Phase Shift Laser Scanner	Not to Exceed \$78,768.05 (1 unit approved)
North Lyon Fire Department	#TS-2016-N.LyonFire-00073	Message Board and Trailer	Not to Exceed \$16,225 (1 unit approved)

RECOMMENDATION TO STRENGTHEN THE PLAN

Pedestrian Countermeasures

Nevada's pedestrian fatalities have shown a steady and significant increase over the last five years. We encourage the State to revisit the State's Pedestrian Assessment conducted in 2008 for opportunities to implement recommendations that have yet to be undertaken and to revisit those that have for potential refinement. Furthermore, we encourage the State to look at additional opportunities for evaluation and technical assistance, including a new Pedestrian Assessment. Finally, we encourage the State to continue to adjust resource allocation and countermeasure deployment to reflect the growing proportion of the State's fatalities that are pedestrians.