

# 2015

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# NEVADA HIGHWAY SAFETY

Performance Plan



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# TABLE OF CONTENTS

<b>Highway Safety Planning Process.....</b>	<b>1</b>
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## **Performance Measures**

<b>PM 1: Traffic Fatalities.....</b>	<b>13</b>
<b>PM 2: Serious Injuries in Traffic Crashes .....</b>	<b>20</b>
<b>PM 3: Fatality Rate per 100 Million VMT.....</b>	<b>25</b>
<b>PM 4: Unrestrained Passenger Vehicle Occupant Fatalities, All Positions.....</b>	<b>30</b>
<b>PM 5: Fatalities Involving a Driver or Rider with a BAC of .08 or Above.....</b>	<b>35</b>
<b>PM 6: Speeding Related Fatalities.....</b>	<b>42</b>
<b>PM 7: Number of Motorcyclist Fatalities.....</b>	<b>46</b>
<b>PM 8: Unhelmeted Motorcyclist Fatalities.....</b>	<b>52</b>
<b>PM 9: Drivers Age 20 or Younger in Fatal Crashes .....</b>	<b>55</b>
<b>PM 10: Pedestrian Fatalities.....</b>	<b>59</b>
<b>PM 11: Traffic Records.....</b>	<b>66</b>
<b>PM 12: Child Passenger Safety.....</b>	<b>71</b>
<b>PM 13: Bicycle Safety.....</b>	<b>74</b>

## **Certifications and Assurances**

<b>Appendix A.....</b>	<b>86</b>
<b>Appendix B.....</b>	<b>96</b>
<b>Appendix D.....</b>	<b>101</b>
<b>Appendix E.....</b>	<b>365</b>
<b>Appendix F.....</b>	<b>367</b>

<b>Glossary.....</b>	<b>83</b>
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# Highway Safety Planning Process

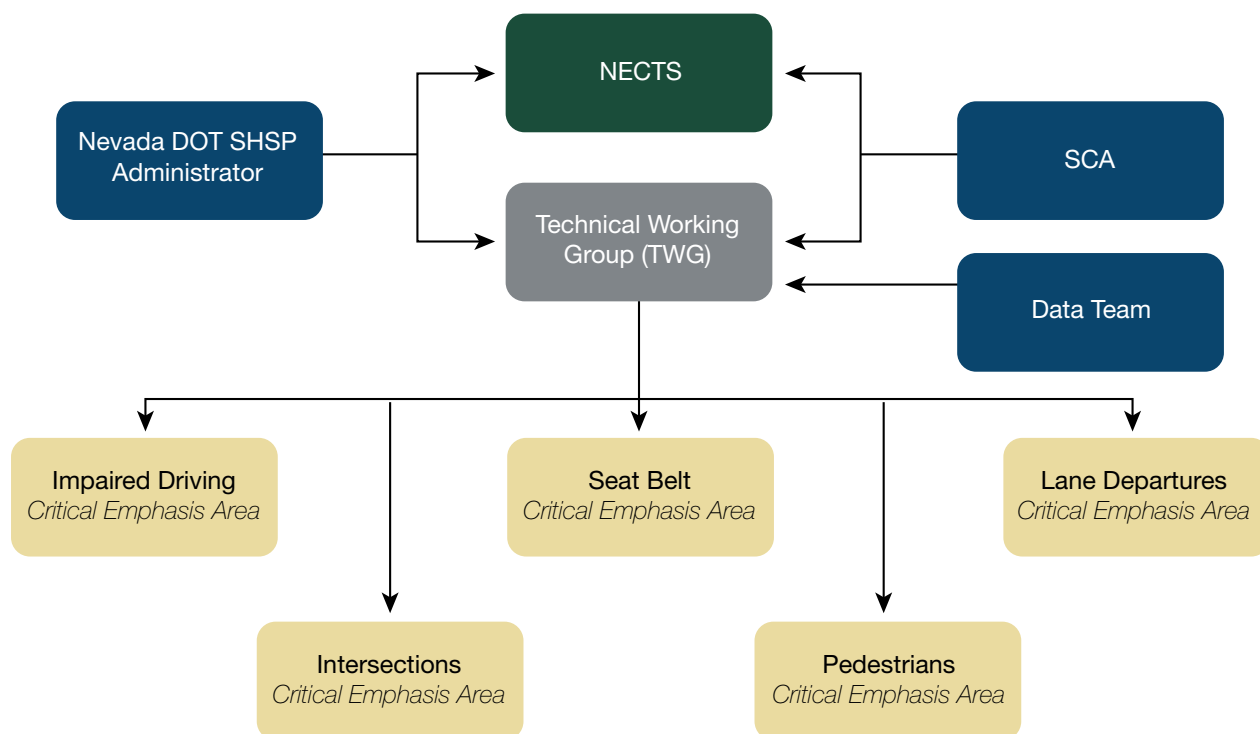
## MISSION

The Nevada Office of Traffic Safety (OTS) provides funding and expertise, creating partnerships and promoting education, 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 safety 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](http://www.zerofatalitiesnv.com)). The 2011–2015 SHSP will again be updated this year after crash data analysis to determine if the current CEAs are still Nevada's top five traffic problems (seat belts, impaired driving, pedestrians, lane departures, and intersection safety). A broad range of agencies and other organization partners participate in both the planning and 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).





When updating the SHSP, CEA teams conduct several activities, including a review of team membership and identification of strategies and action steps, to help them achieve the measurable objectives within interim goals for the SHSP. Several resources are used in the update process, including the following:

- Data showing the reduction for each CEA based on interim goals to halve fatalities and serious injuries by 2030
- Current CEA strategies and action steps
- Recommended strategies from the 2014 Roadshow\* participants and local partners
- Current tracking tools of action steps
- Serious injury data from the state's trauma centers (both cost and severity of injury)
- Proven strategies and countermeasures (i.e., *Countermeasures That Work*, 2013)

The process involves a careful review of data in identifying CEAs. The current SHSP have five CEAs:



\*Nevada Department of Public Safety Office of Traffic Safety (DPS-OTS) and NDOT jointly participate in annual Roadshows across the state, where SHSP strategies and projects are discussed with local communities to seek input on targets, and chosen strategies as well as on what continuing efforts are needed and should be considered. These workshops also seek new partnerships in implementing the overall plan.

Since the plan was developed, hundreds of safety stakeholders, including transportation engineers and planners, law enforcement officers, emergency medical services personnel, and specialists in behavioral education and outreach, have implemented strategies that have brought positive results. 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 to 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, whose members are public information officers from public and private sector agencies and organizations involved in traffic safety, advises the NECTS and TWG on marketing and communications programs, activities and campaigns that relate to the SHSP.
- Implemented 1,600 miles of rumble strips on two-lane roadways throughout Nevada to reduce lane departure crashes.
- Awarded HSIP funding for behavioral safety-related projects to the Nevada Office of Traffic Safety annually since 2009.
- Achieved substantial reductions in alcohol-related motor vehicle fatalities from a high rate of 7.91 per 100,000 population in 2000 to 2.97 in 2012.
- Successfully implemented a Teen Click It or Ticket program.



- 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 messages 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 signs at all major intersections.

## DATA ANALYSIS, PROBLEM IDENTIFICATION AND SETTING TARGETS

### Data Analysis

The SHSP and the Highway Safety Plan are both data driven. Data is the lifeblood of any traffic safety effort because it helps determine where to focus effort and resources and enables an evaluation to determine 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-related crash.

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

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 use in updating the CEA tracking tools and SHSP fact sheets. The data team also organizes the data portion of the statewide Safety Summit.

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 Highway Safety Plan, including:

- Fatality Analysis Reporting System, General Estimates System, 2012 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/NEMSIS
- State Demographer Reports
- SHSP Fact Sheets
- Community Attitude Awareness Survey
- University Medical Center—School of Medicine—Trauma Records from Motor Vehicle Crashes—[TREND newsletter](#)
- NHTSA Program [Uniform Guidelines](#)

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatalities (Actual)	395	427	432	373	324	243	257	246	258
Fatality Rate/100 million VMT	1.95	2.06	1.97	1.68	1.56	1.19	1.16	1.02	1.05
# of Serious Injuries	1,595	1,689	2,011	1,930	1,558	1,412	1,328	1,219	1,099
# of Fatalities Involving Driver or Motorcycle Operator w/> .08 BAC	112	135	144	118	106	69	69	70	82
# of Unrestrained Passenger Vehicle Occupant Fatalities	123	140	147	124	100	82	82	83	72
# of Speeding-Related Fatalities	135	160	159	97	93	94	77	68	100
# of Motorcyclist Fatalities	52	56	50	51	59	42	48	41	42
# of Unhelmeted Motorcyclist Fatalities	6	8	9	7	15	3	10	5	9
# of Drivers Age 20 or Younger Involved in Fatal Crashes	53	65	70	66	50	37	23	26	35
# of Pedestrian Fatalities	62	64	51	52	56	35	36	47	54
% Observed Seat Belt Use for Passenger Vehicles—Front Seat Outboard Occupants	87%	95%	91%	92%	91%	91%	93%	94%	91%
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities				1,742	6,762	3,692	5,463	5,757	4,413
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities				504	494	1,014	832	554	1,226
# of Speeding Citations Issued During Grant-Funded Enforcement Activities				7,752	5,345	19,561	16,612	14,863	14,422



## 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 maximum commute times of just over an hour.

The remaining balance of Nevada (roughly 300 miles by 500 miles) is rural, with less than 4 percent of the state's population. Eighty-five percent of Nevada land is under federal control.

The majority of traffic crashes in Nevada occur in the two urban areas, which experience the typical problems of any metropolitan area. Even without the extraordinary growth rates of the previous 20 years, the current rate of maintenance on infrastructure is insufficient. The rural areas of the state present a particular problem as they encompass 73 percent of the geographical area but with only 4 percent of the population.

When reviewing this data, the Office of Traffic Safety classifies Clark County as an urban county, (98 percent of Clark County's population is in the greater Las Vegas Metropolitan Area). Washoe, Carson City, Lyon, and Douglas Counties are also considered urban in character (population over 50,000). Storey and Churchill counties in the Reno area and a small corner of Nye County in the Las Vegas area are within the 70-mile zone and are also growing. This subset of rural counties has evolved into "bedroom" communities for the urban areas and has significantly increased the commuter traffic on the predominately two-lane roads and highways. The balance of the state is classified as rural/frontier. State Highway 50, which runs from California/Lake Tahoe east to Utah, is famously known as "the loneliest highway in America."

## Fatalities

Nevada experienced its highest recorded year for motor vehicle fatalities in 2006 (432). In 2007, however, the fatalities began decreasing even with continued population growth; between 2000 and 2007, the population in Las Vegas grew by more than 5,000 people per month with more than 3,000 new vehicles added to the infrastructure and roadways. In 2006 the state's first SHSP was implemented.

Fatalities decreased 44 percent from 2006 (its highest recorded year) to 2009 (its lowest recorded year) in a short four-year period. Although CY 2012 fatality numbers increased to 258 fatalities, this represented an overall increase of 1 percent since the low 2009 record.

The majority of the fatality decreases have been in the Motor Vehicle Occupant category. Pedestrian crashes and motorcycle crashes are slightly higher for 2012 and 2013; however, with relatively small numbers, these three categories are subject to large percentage swings from year to year. Pedestrian deaths increased in 2012 (primarily in urban Clark County), with a significant spike in early 2013. Unofficial state data indicates that 71 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 the percent of impaired fatalities over the past several years. In 2006, Nevada qualified as a "high-rate" state and received additional 410 funding to combat the problem; projects funded with 410 were proven countermeasures of high-visibility enforcement and education, resulting in Nevada qualifying for the base 410 funding as a "low-rate" state based on 2009 and 2010 data.

## Nevada Traffic Fatalities

Year	Motor Vehicle	Motorcycle	Pedestrian	Bicyclists	Other	Total
2005	283	56	63	10	15	<b>427</b>
2006	312	50	51	10	9	<b>432</b>
2007	254	51	52	10	6	<b>373</b>
2008	196	59	56	7	6	<b>324</b>
2009	150	42	35	7	9	<b>243</b>
2010	163	45	41	6	4	<b>259</b>
2011	151	40	47	4	4	<b>246</b>
2012	155	37	61	3	2	<b>259</b>
2013	132	53	71	7	4	<b>267</b>

The Nevada fatality rate per 100,000 in the population reveals a more accurate perspective of the crash rates, as any increase or decrease in the state's small numbers can exhibit a volatile percentage swing:

Year	Population	Rate per 100,000 Population				
		Total	MVO	MC	B/P	ID
2007	2,718,336	13.72	9.9	1.84	1.99	4.34
2008	2,738,733	11.83	7.23	2.08	2.34	3.91
2009	2,711,206	8.96	5.86	1.55	1.51	2.55
2010	2,724,636	9.43	5.94	1.76	1.54	2.53
2011	2,723,322	9.03	5.58	1.47	1.87	2.57
2012	2,750,217	9.38	5.64	1.35	2.33	2.18
2013	2,800,967	9.53	4.71	1.89	2.75	2.25

Population figures from Nevada State Demographer website  
 2013 Data is State FARS Data est. to date

\*Non-imputed

Strategies and projects selected in the Highway Safety Plan are based on the following:

1. The analysis of Nevada highway safety information system data
2. 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. Various partner efforts by the following:
  - Department of Health and Human Services
  - Statewide Community Coalitions (Impaired Driving is a specific emphasis area)
  - 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
  - Other public and nonprofit organizations and advocates

OTS also develops statewide strategies and countermeasures in cooperation with other state, local, and nonprofit agencies that partner on the SHSP. Local strategies and projects are developed by working with agencies and organizations that have expressed an interest in implementing a safety project in their community or jurisdiction.

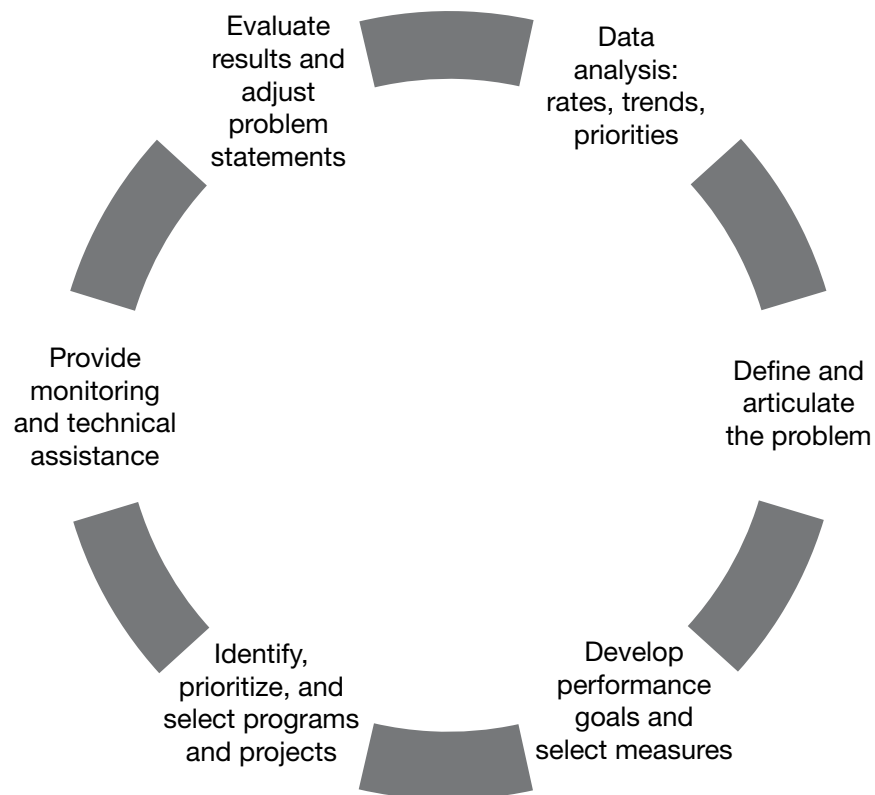
Negotiations are conducted, when needed, to develop specific targeted objectives and to ensure that budgets are appropriate for the work to be performed. Key stakeholders include but are not limited to:

- 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 CPS advocacy groups
- Nevada Sheriffs and Chiefs Association
- University of Nevada (Reno and Las Vegas)
- Regional Transportation Commissions (MPO)
- Health, Child and Family Services (EUDL)
- Nevada Committee on Testing for Intoxication
- UNLV—Transportation Research Center
- Traffic Records Coordinating Committee
- Nevada Department of Education
- Nevada Administrative Office of the Courts
- Southern Nevada Injury Prevention Task Force



## The Goal Setting Process

The highway safety planning process is circular and continuous. For example, at any 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 below 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 nonprofit 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 the following:

- Impaired Driving
- Occupant Protection
- Pedestrian Safety

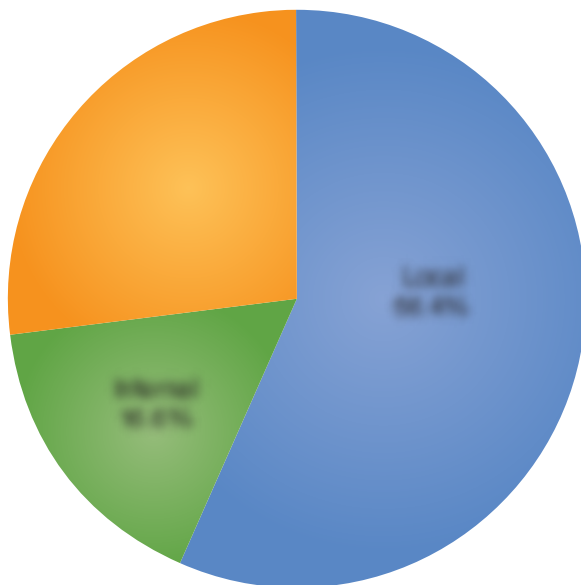
Federal grant funds are also awarded in five other program areas:

- Traffic Records
- Youth Driving
- Speed
- Motorcycle Safety
- Child Passenger Safety

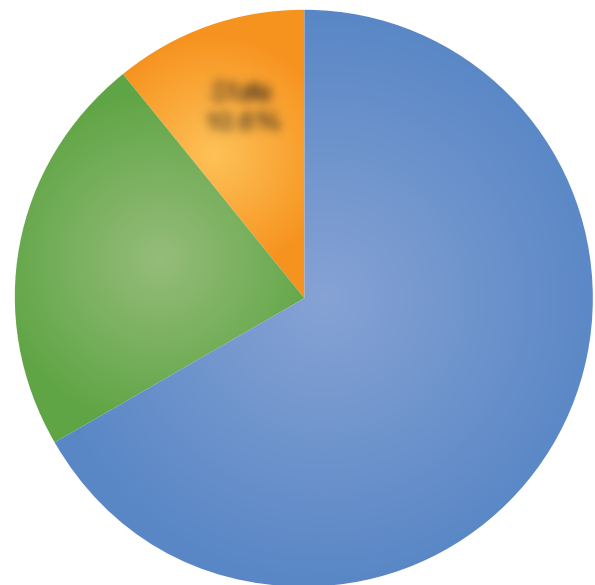
In a perfect world, the state would receive enough grant award amounts, combined with state resources, to effectively address all traffic safety issues. As this is not the case, however, the following must also be considered when making decisions on which projects to fund, and at what level, to have 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 the past seven years)
  - Unemployment rate (Nevada has been highest in the nation until this year)
  - Gas prices (effect on VMT)
  - Funding levels for MAP-21 awards
  - Reauthorization of the Highway Safety Act of 1966 (MAP-21 expires September 30, 2014)
  - Deadlines and limitations for expending award fund balances

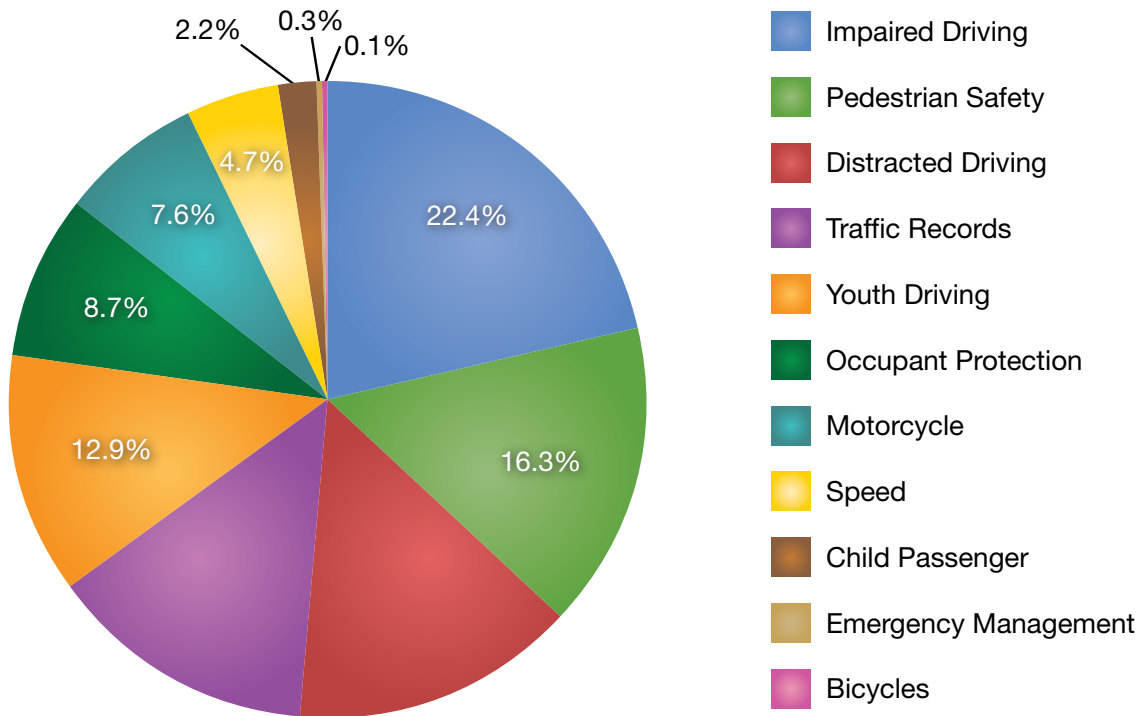
**Percent Share: Share to Local, State, Internal for All Funding Sources**



**Share to Local, State, Internal for 402 Funding Only**



**Share by Program Area  
All Funding Sources**



## 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 discussed in *Countermeasures That Work*)?

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 nonprofit agencies are monitored to ensure that work is performed in a timely fashion and in accordance with the project agreement, 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.

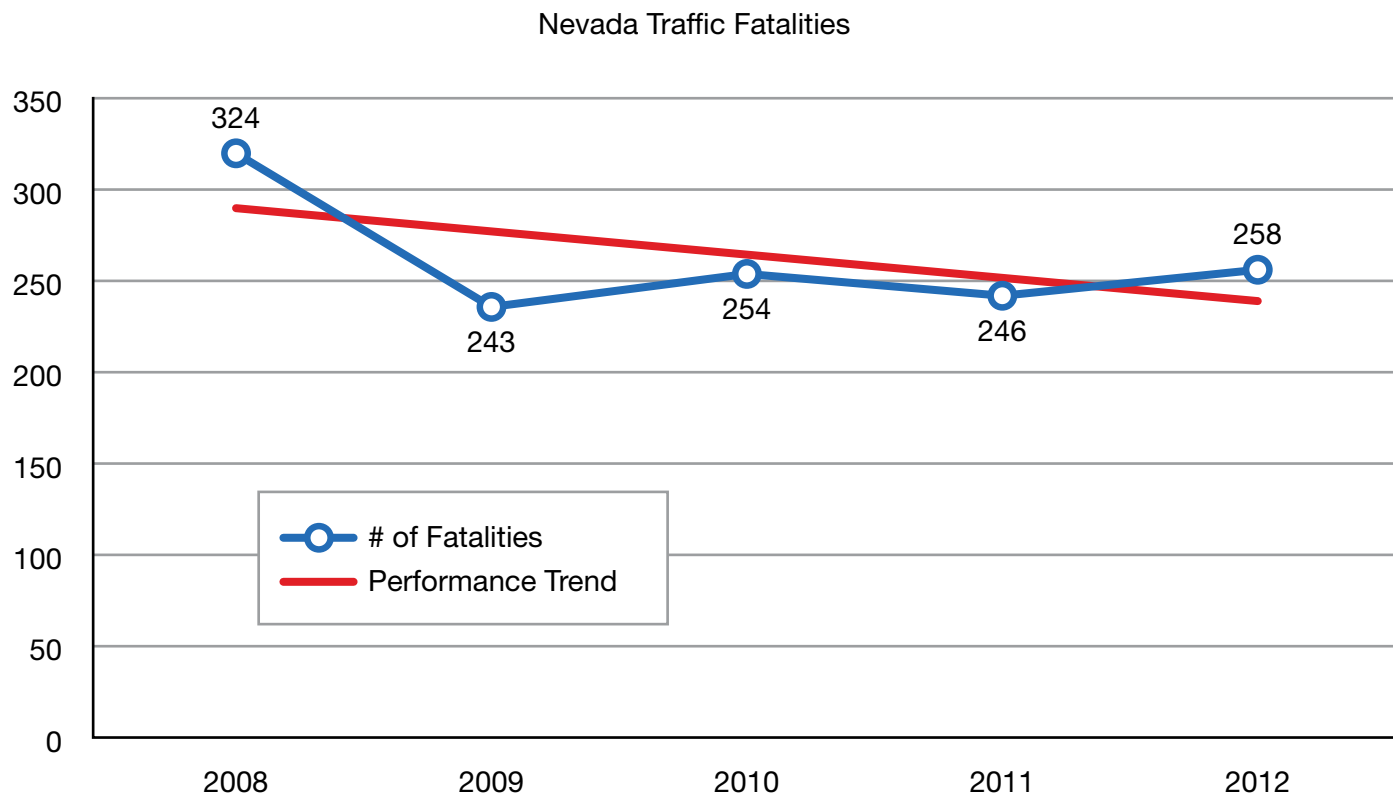
In addition to monitoring projects and programs, OTS program managers provide technical assistance to grantee project directors on an as-needed basis. Assistance includes providing and analyzing data, purchasing and helping with fiscal management, providing report feedback, and giving tips for effective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

**Annual Report**

After the end of the grant year, each project 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 TRAFFIC FATALITIES



### Justification for Performance Target

Fatality data for 2008 to 2012 was charted to visualize trend lines and analyzed three ways: actual number of fatalities, five-year moving average, and linear trend line. With the slow but steady improvement in the economy, unemployment rates, and VMT, the more realistic performance target of 258 was chosen (projected five-year average for 2011–2015), as it represents a modest 3 percent decline from the previous year. The unofficial 2013 fatality number of 267 is from state FARS data, as the 2013 FARS Report is not yet final.

### FY 2015 Target

Decrease motor vehicle fatalities from the 2008–2012 five-year average of 266 by 3 percent, to the projected 2011–2015 number of 258, by December 31, 2015.

## Problem ID Analysis

**What:** Between 2008 and 2012, there were 1,328 fatalities on Nevada's roadways. In 2013, there were an estimated 267 fatalities.

**Who:** Of the 1,328 fatalities, 518 (39 percent) occurred in rural areas and 807 (60 percent) occurred in urban areas. The fatalities were represented as follows:

- Passenger vehicle occupant fatalities (all seat positions) (790)
  - Restrained: (371, or 47 percent)
  - Unrestrained: (369, or 46 percent)
  - Unknown Restraint Use: (50, or 6 percent)
- Alcohol-impaired driving fatalities (BAC = .08+): (396, or 29 percent)
- Speeding-related fatalities: (444, or 33 percent)
- Motorcycle fatalities: (232, or 17 percent)
  - Helmeted: (183, or 79 percent)
  - Unhelmeted: (41, or 17 percent)
  - Unknown helmet: (8, or 3 percent)
- Drivers involved in fatal crashes: 1,809
  - Aged under 15: (1)
  - Aged 15–20: (170, or 9 percent)
  - Aged 21 and over: (1,612, or 89 percent)
  - Unknown age: (26, or 1 percent)
- Pedestrian fatalities: (227, or 17 percent)

**Where:** The highest fatality rate of any category was lane departures, with 650 fatalities. Intersection crashes resulted in 371 fatalities. Sixty percent of the 2012 fatal crashes were in urban areas of Clark and Washoe Counties.

The top four counties with the most fatal crashes in 2013 were the following:

- |                             |                          |
|-----------------------------|--------------------------|
| • Clark County: 66 percent  | • Elko County: 5 percent |
| • Washoe County: 12 percent | • Nye County: 3 percent  |

The remaining thirteen counties represented 14 percent of fatal crashes in Nevada for 2012. However, if you look at fatality rates per 100,000 population, the top 10 counties with the highest fatal crash rates are all small, rural communities:

- |                            |                         |
|----------------------------|-------------------------|
| • Esmeralda County: 258.06 | • Eureka County: 49.98  |
| • Lander County: 67.33     | • Mineral County: 42.98 |



- Lincoln County: 37.00
- Humboldt County: 29.33
- Elko County: 23.43
- White Pine County: 19.92
- Nye County: 18.62
- Douglas County: 14.89

These areas are remote, rural areas with minimal populations, so even one or two additional fatalities in one year can skew the trend line significantly. They are also a significant distance from medical facilities, especially a trauma care center, so the “golden hour” is hard to achieve in these rural areas.

Between 2008 and 2012, more than 57 percent of the lane departure fatalities and serious injuries occurred in Clark County. Nearly 56 percent of these fatalities and serious injuries occurred on urban roadways. Between 2008 and 2012, almost 80 percent of all intersection-related fatalities and serious injuries occurred in Clark County.

From 2010 to 2012, 44 percent of the pedestrian fatalities and injuries occurred midblock on a roadway, and 24 percent on marked crosswalks (NDOT crash data).

**When:** From 2008 to 2010, the 4th of July weekend had the highest fatality rate of any holiday period, with a three-year total of 13 fatalities. Thanksgiving Day has been the second highest, with seven fatalities, and Martin Luther King Day, President’s Day, and Veterans Day followed, with six fatalities over a three-year period. The highest number of unbelted fatalities and serious injuries occurred Friday through Sunday. The highest number of pedestrian fatalities occurred on Fridays.



Weekends prove to be the most dangerous time for impaired driving fatalities and serious injuries (NDOT data). Lane departure fatalities occur more during daylight hours (53 percent) than dark hours (38 percent), as do intersection crashes, at 58 percent during the day and 33 percent at night.

**Why:** The top three crash types in fatal crashes are non-collision, angle, and rear-end. Contributing factors to these fatal crashes include failure to keep in a proper lane, failure to yield, and driving too fast for conditions. Other contributing factors include drinking, falling asleep/fatigued, drugs, and other unsafe driving behaviors, such as distracted driving.

## Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada’s Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://www.zerofatalitiesnv.com)). Nevada also uses proven national strategies, such as high-visibility enforcement efforts, 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  
Chapter 9: Bicycles

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.

## 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.
- Decrease motor vehicle fatalities from the 2008–2012 five-year average of 266 by 3 percent, to the projected 2011–2015 number of 258, by December 31, 2015.
- Provide continuous education to Nevada legislators and the public about the advantage of having a primary vs. a secondary seat belt law.

## 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 (Nevada Strategic Highway Safety Plan strategy).
- 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.

## Funding Source

See funding sources for projects TS-2015-NVOTS 658-00022, 00086, 00072, 00071, and 00074 on page 79.

## Project Descriptions:

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

#### **Funding Source: 402, 405(b), 405(d), NDOT—21, 154**

Joining Forces, a multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement events for problem areas identified within the SHSP, including seat belt usage, impaired driving, speeding, pedestrian safety, and intersection safety. Nevada piloted this program in 2001, and it has proven to be a valuable asset in the prevention of crashes, fatalities, and injuries. In FY 2013, 28 of Nevada's 36 law enforcement agencies participated in Joining Forces. Since the passage of Nevada's cell phone and texting law in 2011, Joining Forces also includes an emphasis on distracted driving.

Multi-jurisdictional efforts empower agencies to act expeditiously with far more officers and resources than they would have on their own. As federal, state, and local officials and the public scrutinize the allocation of tax dollars, joint agency projects that identify shared problems, mitigate public and agency risks, share limited resources, and justify costs have never been more critical and more effective.

Utilizing crash data and local agency knowledge of "hot spots" to identify high incident locations, OTS engages and funds Nevada law enforcement agencies to conduct high-visibility enforcement (HVE) events throughout the state. Selective Traffic Enforcement Programs (STEP), saturation patrols, or checkpoint activity locations are based on the number and severity of local crashes or violations during the past 6–12 months (based on the timeliness of data), common types of violations leading to crashes, days of the week and times of day that crashes occur, and other pertinent data such as types of vehicles involved, driver ages, impairment, and seat belt usage.

Each year's enforcement calendar is preplanned by the participating law enforcement agencies with OTS at both annual regional workshops and a statewide group meeting as a whole. At least one campaign per month focuses on the concurrent national campaign and/or one campaign specific to Nevada's identified priority problem areas in tandem with the SHSP. The Joining Forces program manual is also updated annually.

The annual HVE plan includes between 11 and 15 events for the fiscal year based on available funding and priorities. The plan is kept as flexible as possible to allow for additional events that may be needed that were not originally scheduled in the annual enforcement calendar. For instance, pedestrian fatalities spiked early in CY 2013, and urban law enforcement agencies asked for either more overtime funding, or that funding be switched from one enforcement event to another to address the pedestrian safety issue. As of June 19, 2013, pedestrian fatality numbers were down 10 percent from the same time in 2012. At a minimum, quarterly meetings are held by OTS and participating agencies to accommodate any requested adjustments, provide data updates, and assist the agency coordinators with any administrative or technical needs.

Each enforcement event runs concurrently with pertinent paid and earned media messaging. The SHSP lead agencies keep partners up-to-date on current campaign talking points, creative and logo work, sample press releases, and other communication needs so that regardless of the advertising medium, they all have a cohesive message under the "Zero Fatalities" program umbrella. For example, during May's national Click it or Ticket campaign (CIOT), all SHSP partners provide education on seat belt safety and use the CIOT tag line for messaging.

**TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Public Communication and Media  
Funding Source: 402, 405(d), 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 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.

NDOT funds will support an online "Zero Fatalities" Dashboard for the public to obtain information, education, prevention tips, and current data on Nevada's traffic situation as well to provide resources to OTS partners in their efforts to eliminate fatalities and injuries on the road.

**TS-2015-NVOTS 658-00074—Nevada Office of Traffic Safety—Professional Development  
Funding Source: 402**

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

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

**TS-2015-NVOTS 658-00071—Nevada Office of Traffic Safety—Program Management: Distracted Driving, Pedestrian Safety and Lane Departures  
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 2015 Highway Safety Plan. These are monetary awards from NDOT's Highway Safety Improvement Plan (HSIP) to the DPS-Office of Traffic Safety to 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 support, OTS relies heavily on federal and other partner funding to achieve its Zero Fatalities goal by 2030. 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 the Southern Nevada urban area.

**TS-2015-NVOTS 658-00072—Nevada Office of Traffic Safety—Planning and Administration (P&A)**  
**Funding Source: 402, 154**

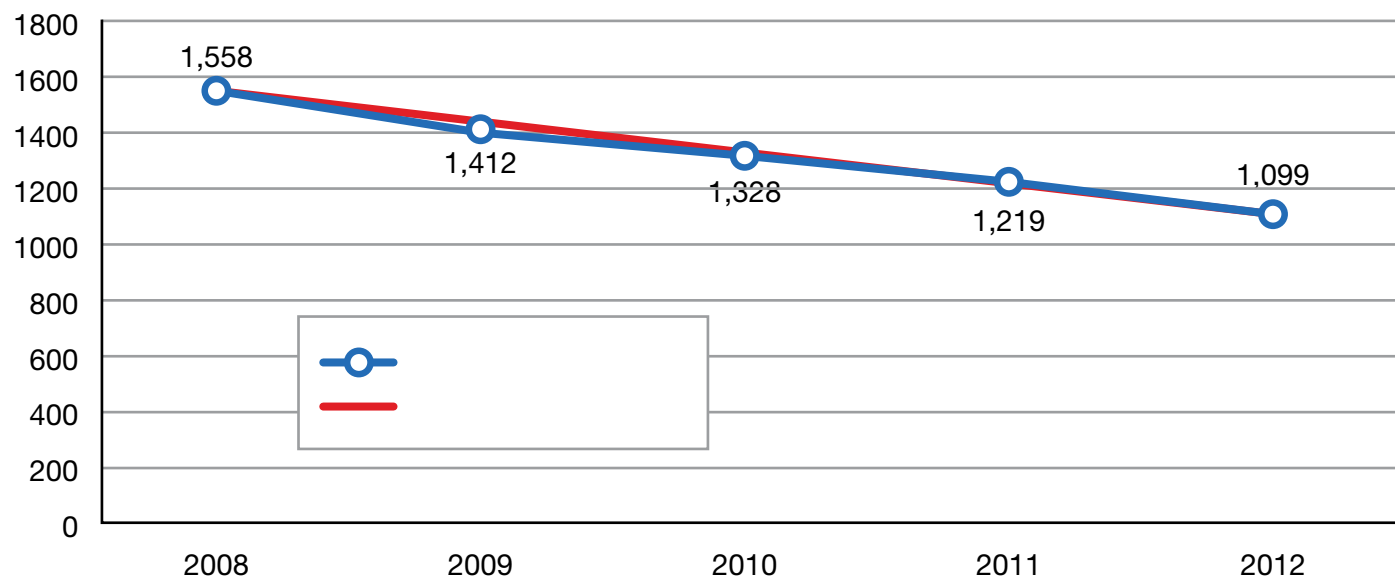
OTS professional and administrative staff create the annual Highway Safety Plan and then award, authorize, monitor, and evaluate grant-funded projects throughout the grant year. To accomplish the various tasks necessary to support grant activities, planning and administrative functions are performed 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 sub-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 2015 Highway Safety Plan at DPS-OTS.

## PERFORMANCE MEASURE 2

### NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES

Injury Trends



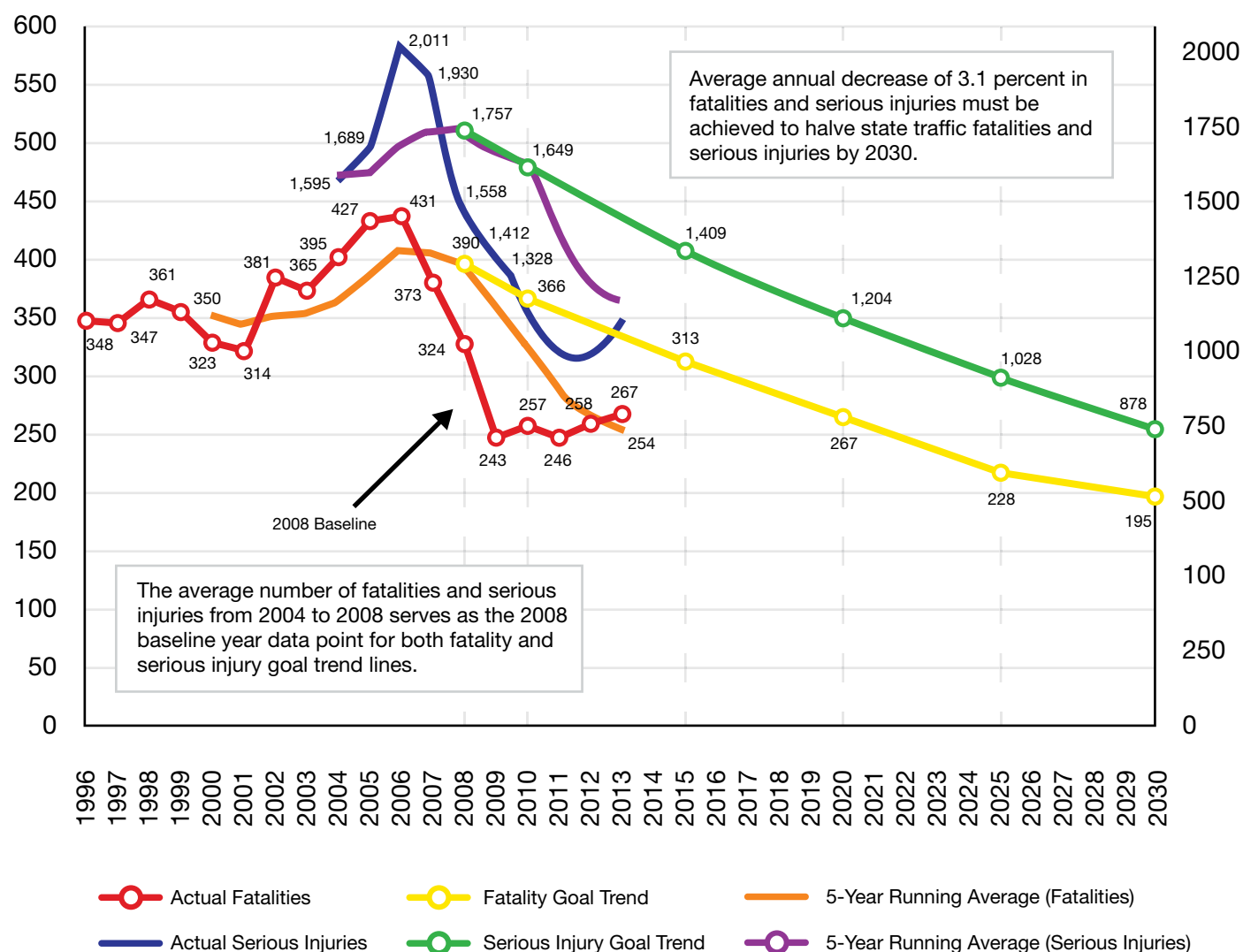
### JUSTIFICATION FOR PERFORMANCE TARGET

Fatality data is more complete, timely, and accurate than serious injury data from motor vehicle crashes. Serious injury data has been a Performance Measure for Nevada since 2010, when the data first became available for analysis of injuries and costs specific to motor vehicle crashes (MVC). Nevada has four trauma centers, with only one Level 1 Trauma Center operating in Las Vegas by the University Nevada Reno—School of Medicine. UNSOM was able to acquire trauma record data from the other centers after being named a HIPAA-approved agency to collect the data for analysis purposes. Serious injury data from MVCs between 2008 and 2011 was charted for trend lines and analyzed three ways: actual number, three-year moving average, and five-year moving average. The performance target of 1,170 was chosen from CYs 2008 to 2012 data. The 2013 unofficial serious injury five-year average is 1,196.

### FY 2015 Target

Decrease serious injuries from the 2008–2012 five-year average of 1,378 by 3 percent, to the projected 2011–2015 number of 1,170, by December 31, 2015.

## Nevada Fatality and Serious Injury Historical Trends, Milestone and Goals to 2030



## Problem ID Analysis

**What:** Between 2008 and 2012, 6,616 serious injuries occurred on Nevada's roadways.

**Who:** Of the 6,616 serious injuries, males were twice as likely as females to show risk-taking behaviors, and the younger the age group, the more likely they were to engage in risk-taking behaviors (Nevada crash data). When looking at 2008–2012 data of the five critical emphasis areas of the SHSP, males age 26–35 are the most prominent demographic in all five areas except pedestrian safety, where the group getting hurt the most is males age 36–55.

**Where:** The majority of serious injuries occurred at intersections (3,055) and during lane



departure crashes (1,924).

Between 2008 and 2012, more than 58 percent of lane departure fatalities and serious injuries occurred in Clark County. Nearly 57 percent of fatalities and serious injuries occurred on urban roadways. Between 2008 and 2012, 76 percent of intersection-related fatalities and serious injuries also occurred in Clark County.

**When:** The pedestrian is at fault in 44 percent of those fatalities and injuries from crashes that occur midblock in a roadway, and 25 percent occur on marked crosswalks (NDOT crash data). Between 2008 and 2012, the pedestrian action that contributed most to fatalities and serious injuries was improper roadway crossing. Other significant contributing factors included darting into the roadway, failure to yield right-of-way or obey traffic signs, and not being visible.

**When:** The highest number of unbelted serious injuries occurred Friday through Sunday. Weekends prove to be the most dangerous time for impaired driving fatalities and serious injuries (NDOT data). In fact, Friday through Sunday are the most common days for fatal and serious injury crashes for pedestrians, intersections, lane departures, impaired drivers, and unbelted occupants.

**Why:** The top three crash types in a serious injury crash are rear-end, angle, and non-collision. Contributing vehicle factors to these injury crashes include failure to yield, following too closely, and other improper driving (NDOT crash data).

### Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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

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

### Performance Goal

See Performance Goals for Performance Measure 1.

### Strategies

See Strategies for Performance Measure 1

### Funding Source

See funding source for projects TS-2015-UNR UNSOM-00021, TS- 2015-NVOTS 658-00086, 080, 0073, and TS-2015HGhosp-00066 on page 79.

### Related Projects

#### **TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Public Communications: Dashboard 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 toward safe driving behavior. In this project, NDOT funds will support an online “Zero Fatalities” dashboard for the public to obtain information, education, prevention tips, and current data on Nevada’s traffic situation as well to provide resources to OTS partners in their efforts to eliminate fatalities and injuries on the road.

#### **TS-2015-UNR UNSOM—00021 University of Nevada School of Medicine (UNSOM) Center for Traffic Safety Research: Identifying Risk Taking Behaviors in Vehicular Crashes Funding Source: NDOT—21**

The Center for Traffic Safety Research (CTSR) in Las Vegas successfully linked Nevada crash data from all four of Nevada’s trauma center records from 2005–2012 in CY2014. For this grant cycle, 2013 data will be added to the database.

These data and analyses are used to inform policy makers and legislators on a wide range of traffic safety and injury prevention topics in Nevada. It is important to inform the legislature and community agencies on verifiable local data—and the analyses of predictive factors, lives lost, productive lives lost, and hard dollar medical costs. A serious injury can result in much greater societal costs than a motor vehicle fatality, and these costs can and do affect county and state budgets. This information is valuable for quantifying

resources utilized from the scene to hospital discharge, and for predicting outcomes for vehicular injuries that were treated in one of these trauma centers.

This year CTSR will work with agencies that manage state EMS data to add this resource to their records. This data contains valuable information on initial assessment of injury as well as of the crash scene itself, and any evidence of risk-taking behavior. Another resource is the Uniform Hospital Discharge Data Set (UB04), which is collected and housed at the UNLV campus. This includes discharge data for those patients whose injuries required evaluation but not hospitalization at hospital emergency departments, trauma centers, and non-trauma centers; as well as hospitalization data on injured patients admitted to hospitals that were not trauma centers. The center's [TREND](#) publications (Traffic Safety and Education Newsletter) have improved accessibility to and quality of crash injury information available to the public. CTSR also plans to develop interventions associated with significant predictive factors of vehicular crashes this grant year.

**TS-2015-HGHosp-00066—Humboldt General Hospital—Lifting and Stabilization Project**  
**Funding Source: 402**

The purpose of this project is to reduce traffic fatalities and improve patient outcomes by enhancing Humboldt General Hospital Ambulance/Rescue response capabilities for crashes requiring patient extrication. This is an equipment project, used for the stabilization and lifting of vehicles during rescue attempts of entrapped victims. The goal is to reduce the amount of time required for extrication of injured patients from the current baseline. Shorter time for the extrication of patients will have a direct and positive impact on their survivability.

**TS-2015-NVOTS 658-00080—Nevada Office of Traffic Safety—Program Management: Communications, Pedestrians, Distracted Driving**  
**Funding Source: 402**

The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant project provides partial funding for the management and operating costs for the DPS-OTS efforts toward distracted driving, pedestrian and/or communications projects in the FFY 2015 Highway Safety Plan. This may also include NDOT's Highway Safety Improvement Plan (HSIP) monetary awards to the DPS-Office of Traffic Safety (in conjunction with the state's Strategic Highway Safety Plan (SHSP)). There are no specific federal funding sources for these three areas.

**TS-2015-NVOTS 658-00073—Nevada Office of Traffic Safety—Temporary Program and Administrative Resource**  
**Funding Source: 402**

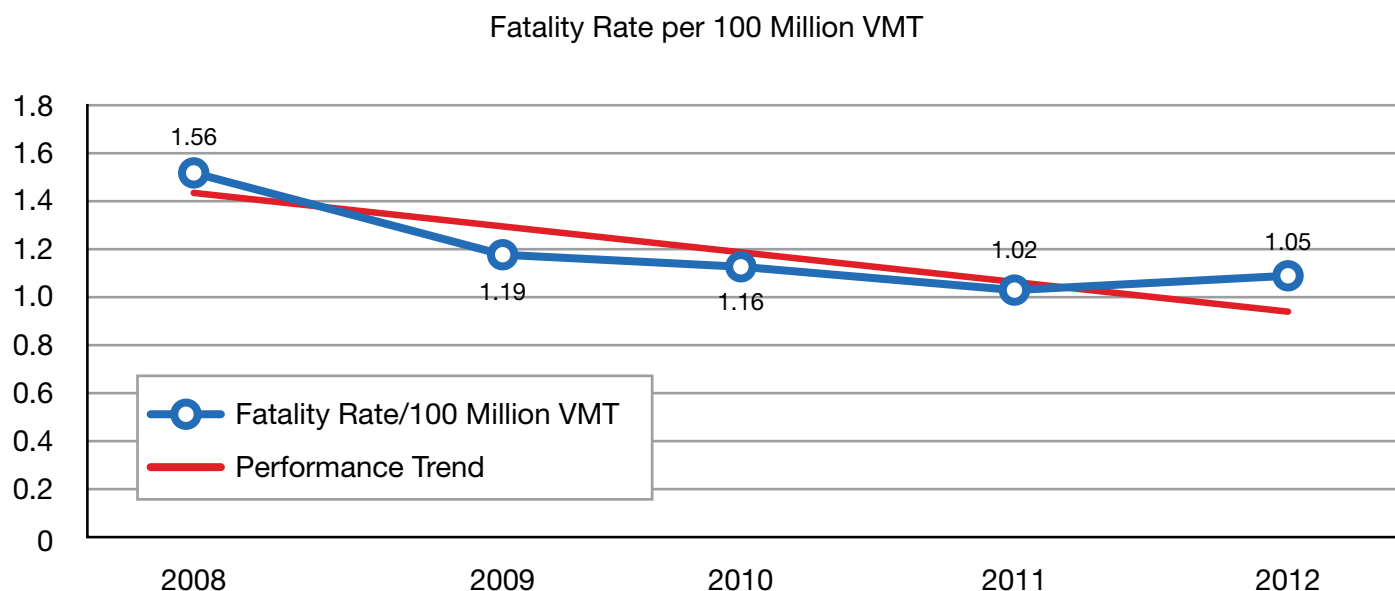
The State of Nevada does not authorize any general funds for DPS-Office of Traffic Safety. The state provides a minimal match from its highway funds and a small match percentage of the administrator's and admin staff's salaries.

In the last decade, awarded funds have quadrupled and programs and project numbers have doubled, with no additional staff positions or other resources to stay on top of required performance needs. Nevada's state budget was very poor in years 2006–12, and required furlough days from its employees as well as a “no acceptance” of new position requests until the crisis was over. OTS will be requesting two new positions for the 2016–2017 biennium.



# PERFORMANCE MEASURE 3

## TOTAL FATALITY RATE PER 100 MILLION VMT



### Justification for Performance Target

Fatality data per 100 million VMT (vehicle miles traveled) for 2006 to 2010 was charted for trend lines and analyzed two ways: actual number, and five-year moving average. The annual VMT number for Nevada fluctuated over the past few years due to factors from the economic recession, including decreased travel and tourists, high unemployment, high foreclosure rates, and increasing gas prices. The performance target rate of 1.10/MVMT for 2015 was chosen from 2008–2012 data. This target is more feasible than the other respective predictions of 0.90 and 0.78/M VMT. The 2013 VMT numbers are not yet final.

### FY 2015 Target

Decrease Nevada's traffic fatality rate per 100M Vehicle Miles Traveled (MVMT) from the 2008–2012 five-year average of 1.22 by 3 percent, to the projected 2011–2015 rate of 1.10, by December 31, 2015.

### Problem ID Analysis

*What:* Between 2008 and 2012, there were 1,328 fatalities on Nevada's roadways, for an average of 265 per year. The 2013 numbers are not yet final.

*Who:* Of the 1,328 fatalities, 518 (39 percent) occurred in rural areas and 807 (60 percent) occurred in urban areas. The fatalities were represented as follows:

- Passenger vehicle occupant fatalities (all seat positions): (790)
  - Restrained: (371, or 47 percent)
  - Unrestrained: (369, or 46 percent)
  - Unknown Restraint Use: (50, or 6 percent)
- Alcohol-impaired driving fatalities (BAC = .08+): (396, or 29 percent)
- Speeding-related fatalities: (444, or 33 percent)
- Motorcycle fatalities: (232, or 17 percent)
  - Helmeted: (183, or 79 percent)
  - Unhelmeted: (41, or 17 percent)
  - Unknown helmet: (8, or 3 percent)
- Drivers involved in fatal crashes: 1,809
  - Aged under 15: (1)
  - Aged 15–20: (170, or 9 percent)
  - Aged 21 and over: (1,612, or 89 percent)
  - Unknown age: (26, or 1 percent)
- Pedestrian fatalities: (227, or 17 percent)

**Where:** From 2008 to 2012, crashes at intersections have resulted in 371 fatalities and 3,055 serious injuries. Lane departures account for 650 fatalities and 1,924 serious injuries.

The top four counties with the most fatal crashes in 2012 were:

- Clark County: 64 percent
- Washoe County: 13 percent
- Elko County: 4 percent
- Nye County: 3 percent

Between 2008 and 2012, more than 57 percent of the lane departure fatalities and serious injuries occurred in Clark County. Nearly 56 percent of these fatalities and serious injuries occurred on urban roadways. Between 2008 and 2012, 76 percent of intersection-related fatalities and serious injuries occurred in Clark County.

**When:** From 2008 to 2010, the 4th of July weekend had the highest fatality rate of any holiday period, with a three-year total of 13 fatalities. Thanksgiving Day has been the second highest, with seven fatalities, and Martin Luther King Day, President's Day, and Veterans Day followed with six fatalities over a three-year period. The highest number of unbelted fatalities and serious injuries occurred Friday through Sunday. The highest number of pedestrian fatalities occurred on Fridays.

Weekends prove to be the most dangerous time for impaired driving fatalities and serious injuries



(NDOT data). Lane departure fatalities occur more during daylight hours (53 percent) than dark hours (38 percent), as do intersection crashes with 58 percent during the day and 33 percent at night.

**Why:** The top three crash types in fatal crashes are non-collision, angle, and rear-end. Vehicle factors contributing to these fatal crashes include failure to keep in a proper lane, failure to yield, and driving too fast for conditions. Several other contributing factors include drinking, falling asleep/fatigue, drugs, and other improper driving.

The top three crash types in a serious injury crash are rear-end, angle, and non-collision crashes. Contributing vehicle factors to these injury crashes include failure to yield, following too closely, and other improper driving (NDOT data).

### Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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, which can be referenced for specifics on Nevada's strategies.

### Performance Goal

See Performance Goals for Performance Measure 1.

### Strategies

See Strategies for Performance Measure 1.

### Funding Source

See funding sources for projects TS-2015-NVOTS 658-00086, 00088, 00022, 087, and TS-2015-BoR NSHE obo UNR-00049 on page 79.

## Related Projects

### **TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Public Communications:**

#### **Public Relations and 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 267 people were killed; this is up from 246 in 2011 and 258 in 2012. Many of these deaths can be directly traced to people choosing non-safe driving, riding, or walking behaviors on the road. The threats to public safety on the road are always present, even with evolving technology such as vehicle-to-vehicle communication, rumble strips, and de-icing roads, as long as people continue to be distracted, unsafe, or unaware of their surroundings while in or around motor vehicles. Therefore, the need to educate the public about these dangers and about the virtues of making the right choices in transport 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 Nevada on traffic laws and safe choices.



### **TS-2015-NVOTS 658-00087—Nevada Office of Traffic Safety, SHSP Awards**

#### **Fund: NDOT 21**

This project is intended to cover the cost of cohosting the biennial SHSP award ceremony to be conducted during 2015. The funding source is NDOT Highway Safety Improvement Program funds. The award event honors SHSP partners as a way to recognize people who have gone above and beyond the call of duty in their traffic safety efforts. In 2012, Nevada's SHSP awards were presented at the statewide Safety Summit. An awards committee—essentially the CEA team chairs and vice-chairs—are the voting members on nominations received from the CEA teams. The awards are in the following categories:

- Impaired Driving
- Seat Belts
- Lane Departures
- Intersections
- Pedestrians
- Data
- Strategic Communications Alliance
- Leadership

### **TS-2015-NVOTS 658-00022—Nevada Office of Traffic Safety: Joining Forces, High-Visibility Enforcement Program, Annual Training and Recognition Event**

#### **Funding Source: 402, 405(d), NDOT—21**

Joining Forces, a multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement events for problem areas identified within the SHSP, including seat belt usage,

impaired driving, speeding, pedestrian safety, distracted driving, and intersection safety. Nevada piloted this program in 2001, and it has proven to be a valuable asset in the prevention of motor vehicle crashes, fatalities, and injuries. In FY 2014, 24 of Nevada's 36 law enforcement agencies participated in Joining Forces, covering well over 90 percent of the state's population.

The program also provides funding for an annual recognition event for those outstanding officers nominated by the participating agencies as well as a drawing for three incentive grant awards for future equipment or other traffic enforcement needs. The number of tickets in the "barrel" that each agency has is based on points earned by the agency throughout the year for its participation levels, timeliness of reports and claims for reimbursement, and level of co-op events conducted. Costs for this event include facilities, working meals, training sessions, business needs, lodging, travel, audio/visual services, and the like. Promotional, incentive, and educational materials are also provided to participating agencies.

#### **TS-2015-NVOTS 658-00088—Nevada Office of Traffic Safety: Law Enforcement Liaison (LEL)**

##### **Funding Source: 402**

The Law Enforcement Liaison (LEL) program is a federal- and state-funded highway safety service. The Office of Traffic Safety (OTS) serves as the coordinating agency for the state's LEL program. Nevada has a strong and effective Joining Forces multi-jurisdictional enforcement program for traffic safety problems throughout the state. The LEL for Nevada will work closely with all aspects of that program. The LEL shall follow program guidelines that are developed by the state in addressing local and national traffic safety priorities and campaigns, per guidelines provided in the Joining Forces Manual.

Guidance and approval of the program responsibilities will occur via collaboration between the representative from the NHTSA Regional Office and the DPS-OTS. The LEL shall interact with the Nevada OTS, the NHTSA Regional Office, and Nevada law enforcement agencies to assist in developing effective traffic safety projects and policies to be implemented at the local and state levels. These projects are developed to encourage law enforcement executives and other agency leaders to actively support traffic safety laws, particularly those dealing with impaired driving, occupant protection, and speed management. Activities include collaboration with Nevada judges and prosecutors; the state's Traffic Safety Resource Prosecutor (TSRP); Department of Transportation (NDOT); Department of Motor Vehicles (DMV); and other SHSP partners. The LEL will identify training needs, provide grant administration guidance, attend all statewide law enforcement events (such as meetings for the Nevada Sheriffs and Chiefs Association), and assist individual law enforcement agencies in enforcing traffic safety laws in their jurisdictions and statewide.

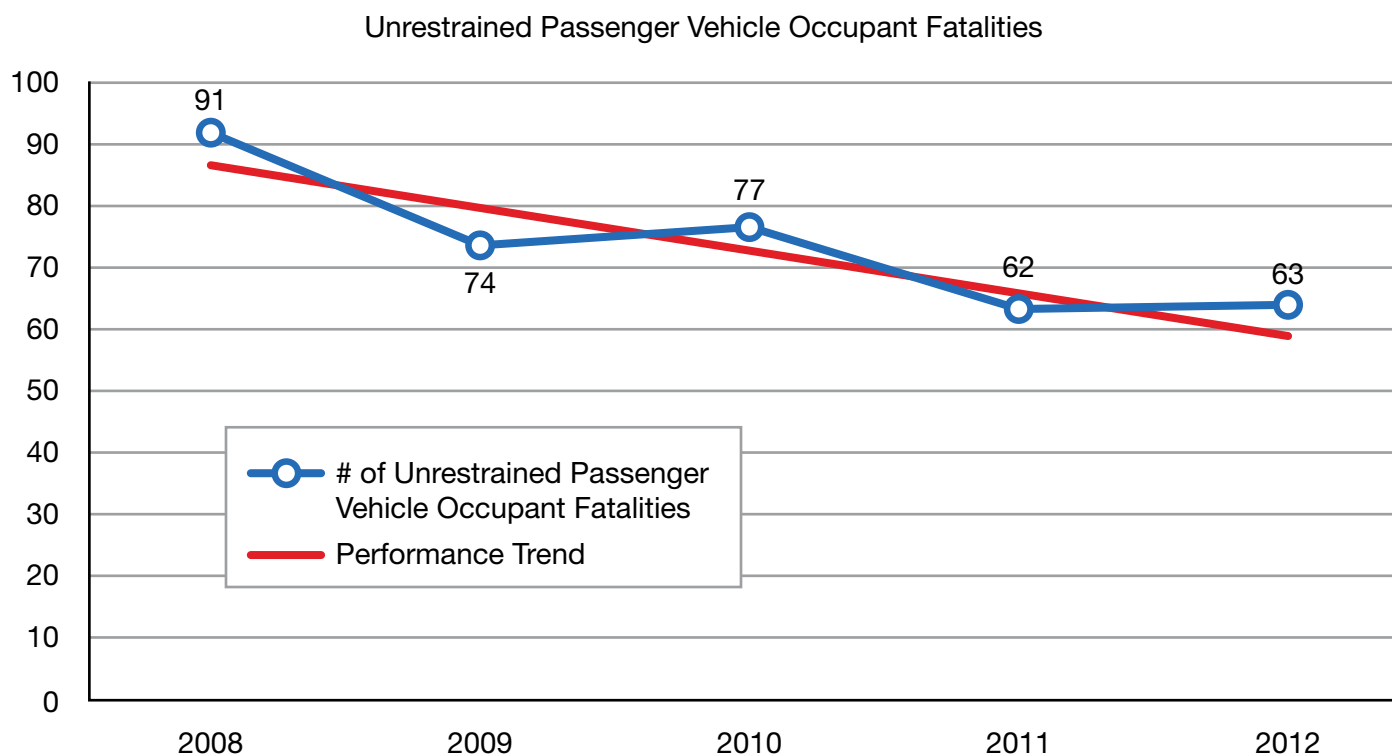
#### **TS-2015-BoR, NSHE, obo UNR-00049—Board of Regents, Nevada System of Higher Education, obo UNR—2015 Traffic Safety Community Attitudes Survey**

##### **Funding Source: 402**

The purpose of this project is for UNR's Center for Research and Development to conduct the annual public opinion telephone survey report for OTS. This survey measures the public's attitudes toward key traffic safety issues (e.g., seat belt usage, impaired driving, speeding behavior, and distracted driving). This data is utilized for internal evaluation efforts, traffic safety program improvements, programming interventions, community education, and increased public awareness in reducing the incidence of traffic fatalities, injuries, and crashes on Nevada's roads. One of the main components of the survey is on seat belt usage levels and awareness of the Click it or Ticket message and enforcement efforts within the past 60 days. Only Nevada residents are surveyed, with both cell and land-line phone numbers, to get a full representation of the state's awareness of traffic safety issues, laws, and HVE campaigns.

## PERFORMANCE MEASURE 4

### NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL POSITIONS



#### Justification for Performance Target

Unrestrained motor vehicle occupant data for 2008 to 2012 was charted for trend lines and analyzed three ways: actual number, three-year average, and five-year moving average. The performance target of 70 was chosen from the projected five-year average for years 2011–2015, pursuing a modest 3 percent decline each year. Other trend lines intimate a target of 41 unrestrained fatalities for CY 2013, but analysis of the most recent crash data indicates that 70 will be a more realistic target for this measure. Although Nevada's observed belt use rate is 94 percent (daytime only, front seat only), the actual number of unbelted fatalities at 50 percent of all occupants killed tells a different story.

#### FY 2015 Target

Decrease unrestrained traffic fatalities from the 2008–2012 average of 73 by 3 percent, to the projected 2011–2015 average number of 70, by December 31, 2015.



## Problem ID Analysis

**What:** Between 2008 and 2012, 394 unrestrained passenger vehicle fatalities occurred and 1,174 were seriously injured in Nevada traffic crashes from not being buckled up. This was a significant decline from 494 fatalities between 2006 and 2010.

**Who:** 394 unrestrained fatalities occurred between 2008 and 2012. Most of these were drivers, not passengers.

Male drivers aged 26–35-years old are involved in most unrestrained fatalities and serious injuries, followed by young male drivers aged 21–25-years old.

**Where:** For years 2008 to 2012, nearly two-thirds (66 percent) of the state's unrestrained fatalities occurred in Clark County. Nearly 64 percent of the state's unrestrained fatality crashes occurred on urban roadways.

The top four counties with the most fatal crashes in 2012 were:

- Clark County: 64 percent
- Washoe County: 13 percent
- Elko County: 4 percent
- Nye County: 3 percent

Carson, Eureka and Pershing Counties had the least fatal crashes, at one each.

Clark County led the state in fatalities (57.4 percent), injuries (82 percent) and property damage (77.2 percent).

Washoe County experienced the next-highest numbers, with 2.1 percent fatal crashes, 11.1 percent injury crashes and 12.6 percent property damage crashes.

**When:** In 2008–2012, the highest number of unbelted fatalities occurred Friday through Sunday. For serious injuries only in 2013, the most common days of the week for crashes were Friday, Wednesday and Thursday, respectively. The 3:00 p.m. to 6:00 p.m. timeframe had the largest number of unrestrained serious injuries in 2013, followed closely by 6:00 p.m.–9:00 p.m. and 12:00 p.m.–3:00 p.m.. This is a change from the majority of unrestrained fatalities for 2008–2012 being during night-time hours.

**Why:** A large portion of the unbelted fatalities and serious injuries from 2008–2012 occurred in single vehicle crashes, followed by angle crashes. This held true for 2013 as well. More than one-half of the unbelted fatalities involved total ejection from the vehicle.

The top three crash types resulting in fatalities are non-collision, angle and rear-end. Vehicle factors contributing to these fatal crashes include failure to keep in proper lane, failure to yield and traveling too fast for conditions. Contributing driver factors include drinking, falling asleep/fatigue, drugs and other improper driving. Nevada is a 24/7 state with many people working graveyard shifts in both the gaming and mining industries. This is a contributor to drowsy and impaired driving on both rural and urban, roads resulting in single vehicle crashes.

## Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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 2: Seat Belts and Child Restraints

The effectiveness of these strategies is documented within the [Countermeasures That Work](#) publication, which can be referenced for specifics on Nevada's strategies and SHSP strategies outlined.

## 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 of the event.

## Strategies

Continue to emphasize public education of Nevada's Safety Belt Laws through enforcement and paid and earned media venues (Nevada Strategic Highway Safety Plan strategy).

- 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 (Strategic Highway Safety Plan strategy).
- 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.

## Funding Source

See funding sources for projects TS-2015-BOR NSHE obo UNR-0049, TS-2015-UNLV-00040, TS-2015-NVOTS 658-00086, 00075, 00022 on page 79.

## Related Projects

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

#### **Funding Source: 402**

The purpose of this project is for UNR's Center for Research and Development to conduct the annual public opinion telephone survey report for OTS. This survey measures the public's attitudes toward key traffic safety issues (e.g., safety belt usage, impaired driving, speeding behavior and distracted driving). This data is utilized for internal evaluation efforts, traffic safety program improvements, programming interventions, community education and increased public awareness in reducing the incidence of traffic fatalities, injuries and crashes on Nevada's roads. One of the main components of the survey is on seat belt usage levels and awareness of the Click it or Ticket message and enforcement efforts within the last 60 days. Only Nevada residents are surveyed, with both cell and land-line phone numbers, to get a full representation of the state's awareness of traffic safety issues, laws, and HVE campaigns.

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

#### **Funding Source: 402**

The University of Nevada—Las Vegas, Transportation Research Center (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 2015 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.

### **TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Paid and Earned Media:**

#### **Occupant Protection**

#### **Funding Source: 402**

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safer. Still, in 2013 an estimated 267 people were killed; this is up from 246 in 2011 and 258 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 five 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 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 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-2015-NVOTS 658-00075—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 travelers. 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 occupant protection program of the FFY 2015 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-2015-NVOTS 658-00022—Nevada Office of Traffic Safety: Joining Forces, High-Visibility Enforcement Program: Occupant Protection HVE**

**Funding Source: 405(b)**

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 five 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 2015, 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.

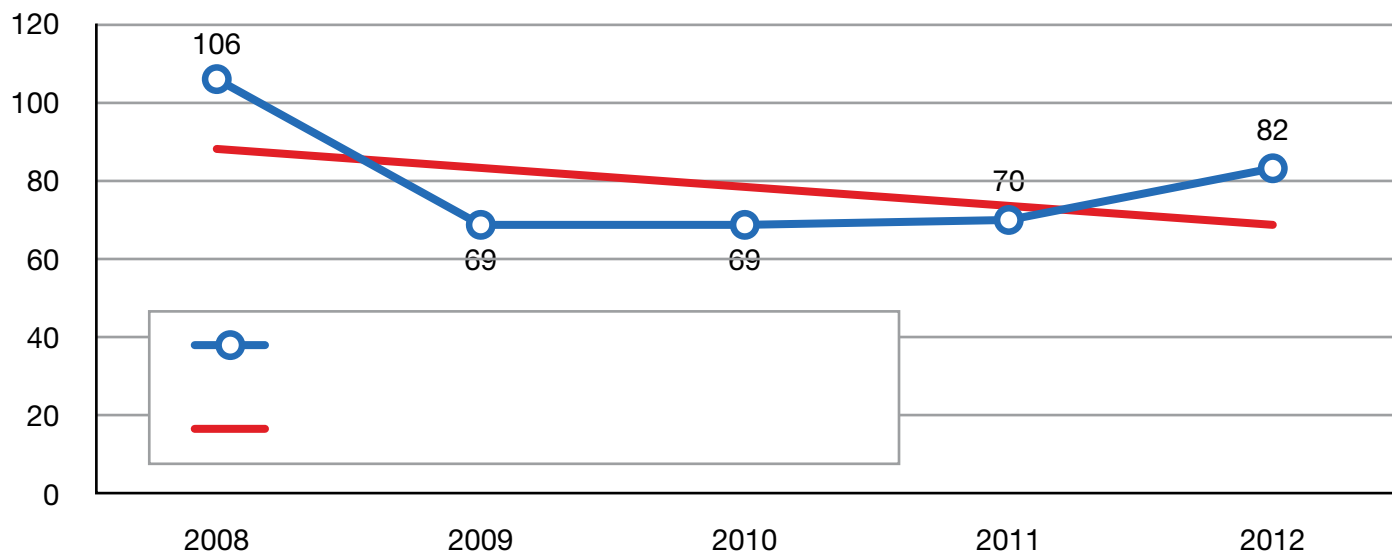
See also Performance Measure 12 Child Passenger Safety



## PERFORMANCE MEASURE 5

### NUMBER OF FATALITIES INVOLVING A DRIVER OR RIDER WITH A BAC OF .08 OR ABOVE

Nevada Impaired Driving Fatalities



#### Justification for Performance Target

Alcohol-related fatality data for 2008 to 2012 was charted with trend lines and analyzed two ways: actual number, and five-year moving averages. Alcohol-related fatalities experienced a sharp decline from 2008 to 2009 (-35 percent) and have continued a downward trend due to increased high-visibility enforcement efforts, along with passage and updates to DUI laws, implementation of a statewide Impaired Driving Task Force, continued zero-tolerance for underage drinking and implementation of more DUI courts. 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, a new Traffic Safety Resource Prosecutor in the state is working with all Nevada prosecutors on how to successfully adjudicate a DUI case, and especially in light of the Missouri-McNeely case this year, which shed a shadow over Nevada’s implied consent law.

#### FY 2015 Target

Decrease impaired driving traffic fatalities from the 2008–2012 average of 74 by 3 percent, to the projected 2011–2015 average number of 72, by December 31, 2015.

Note: Alcohol-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 accidents resulting in injuries and death. From 2008–2012 data, 1 out of every 106 drivers in Nevada was arrested for driving under the influence of alcohol or a controlled or prohibited substance.



This represents more than 41 impaired drivers being removed from Nevada's roadway system each day. Due to serious penalties that are provided for impaired driving under Nevada law, many cases proceed to trial. Impaired driving cases that involve accidents are especially difficult to prove because the prosecution must prove beyond a reasonable doubt that impairment led to the incident.

**What:** Between 2008 and 2012, there were 363 impaired driving fatalities and 816 serious injuries that resulted 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. (In 2010, 90 impaired drivers were involved in 77 impaired driving fatalities).

For 2008–2012, 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 alcohol-related fatalities were concentrated in Clark County. Clark County is primarily urban with the City of Las Vegas as its center.

Between 2008 and 2012, nearly two-thirds (65 percent) of impaired-driving fatalities and serious injuries occurred in Clark County. 69 percent of fatalities and 83 percent of the serious injuries occurred on urban roadways.

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

Fatalities: 21 percent Saturday,  
21 percent Sunday

Serious Injuries: 21 percent Saturday,  
23 percent Sunday





**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.

Nearly two-thirds of impaired fatalities and serious injuries involved single-vehicle crashes. A large portion of the impaired driving serious injuries occur in angle crashes, followed closely by single vehicle crashes. Over half the fatalities occur in overturn crashes.

### Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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

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

### Performance Goals

- Decrease the percentage of alcohol-related fatalities from 27 percent in 2010 to 22 percent by 2015.
- Decrease the alcohol-related fatalities per 100M VMT from 0.31 in 2010 to 0.27 by 2015.
- Continue the downward trend in alcohol-related fatalities. The objective is to become a low tier state within three years per the preliminary MAP-21 definitions (AL-related fatality rate per AVMT below 0.30).

### Strategies

- 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 (Nevada Strategic Highway Safety Plan strategy).
- 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 (the Nevada Attorney General Advisory Coalition on Impaired Driving).
- Continue to encourage law enforcement agencies to conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage drinkers (Nevada Strategic Highway Safety Plan strategy).
- 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.

### **Funding Source**

See also funding sources for projects TS-2015-NVOTS 658-00093, 00094, 00091, 00086, 00022, 00076, TS-2015-Ad Council-PA-00011, TS-2015-WC 2nd Jud Ct-00037, TS-2015-LVMPD-00023, TS-2015-DPS NHP-00028, TS-2015-Frontier Community Coalition-00044, TS-2015-BoR, NSHE, obo UNR-00048, TS-2015-Nye Comm-00025, TS-2015-CC District Court-00006, TS-2015-DAS DUI Diversion-00014 and TS-2015-LVJC-00013 on page 79.

### **Related Projects**

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

##### **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 will 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-2015-Ad Council-PA-00011—Nevada Attorney General's Office—Advisory Council for Prosecuting Attorneys (NVPAC)—Successful Prosecution of Impaired Driving Cases**

##### **Funding Source: 405(d)**

NVPAC will provide training in prosecuting alcohol-related impaired driving cases at the 2014 Nevada Prosecutors Conference. The training will provide prosecutors with an opportunity to interact with their peers and share best practices and how to handle difficult evidentiary issues and will primarily focus on the impact of the 2013 U.S. Supreme Court decision in *McNeely v. Missouri* on current Nevada law and criminal procedures.

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

##### **Funding Source: 405(d)**

The state recently obtained ownership of the evidentiary breath test devices used in the two criminal labs in Nevada (Washoe and Clark County). Costs associated with this change needed to be covered in 2014, such as hardware and training. Software is still needed for 2015. This grant is to provide funding for the

software of the now state-owned evidentiary breath test devices as well as annual renewal of database software for tests and other miscellaneous items.

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

**Funding Source: 405(d)**

The purpose of the agreement is to ensure that all Nevada judges have the opportunity to learn the latest information on the best practices for successful adjudication of impaired driving cases and how they may be applied under Nevada Law. This is an ongoing project as new laws and decisions made by appellate courts continue to modify the laws as they relate to criminal justice areas, including arrest, evidence, prosecution, and adjudication (with or without specialty courts). Prosecutors could also be included as one of the two key positions in the criminal justice system.

**TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Paid and Earned Media: Impaired Driving**

**Funding Source: 405(d)**

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safer. Still, in 2013 an estimated 267 people were killed; this is up from 246 in 2011 and 258 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 five critical problem areas in Nevada's SHSP is how to prevent impaired driving. Although Nevada has reduced its percentage of impaired driving fatalities from a high 36 percent five years ago, one-third of the state's motor vehicle fatalities continue to be impaired driving-related.

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, resources, and safe choices.

**TS-2015-NVOTS 658-00022—Nevada Office of Traffic Safety: Joining Forces, High-Visibility Enforcement Program: Impaired Driving Prevention: HVE**

**Funding Source: 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 driving, for over a decade. Since its inception in 2002, the program has been a key factor in reducing the percentage of Nevada alcohol-related fatalities from 37 percent to <32 percent in 2013. As one of the five critical emphasis areas of Nevada's SHSP, this portion of the project supports the Buzzed Driving is Drunk Driving and national Drive Sober or Get Pulled Over HVE campaigns in Nevada. These campaigns are scheduled during historical drunk-driving incidences in Nevada during the Christmas, New Year's, the Super Bowl, St. Patrick's, and Halloween holidays.

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

**Funding Source: 405(d)**

This project will provide resources to facilitate impaired driving countermeasures and projects to reduce the incidence of alcohol-related crashes and fatalities. 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 impaired driving program of the FFY 2015 Highway Safety Plan.

Reducing the incidence of alcohol-related motor vehicle crashes is one of the state SHSP's five priority emphasis areas; if motorists would always wear seat belts and never drive impaired, 2/3 of Nevada's fatalities would be eliminated. Impaired driving is primarily conducted by males age 26–35, with a

secondary demographic of males age 21–25. It occurs in all vehicles and on all roadway classifications. Educating the public on the need to avoid impaired driving is a continuous process, to both educate tourists and new citizens and to convince current citizens, as Nevada is a 24/7 state with its two primary industries of gaming and mining.

**TS-2015-WC 2nd Jud Ct-00037—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. Treatment costs in the Felony DUI Court are funded by the defendants themselves, 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-2015-LVMPD-00023—Las Vegas Metropolitan Police Department—2015 Traffic Safety DUI Van  
Funding Source: 405(d)**

The LVMPD DUI Van project includes participation in monthly DUI checkpoints where LVMPD traffic enforcement squads deploy on average twice a week, as a reminder of the risks of impaired driving to the motoring public. The van partners with HVE events in Clark County, as well as "Every 15 Minutes Programs" (underage drinking awareness), and extends the LVMPD Traffic Bureau's successes in DUI enforcement. These activities are aimed at reducing the number of impaired driving fatalities on Nevada roadways. This project funds law enforcement overtime and alcohol testing units.

**TS-2015-DPS NHP-00028—Department of Public Safety—Nevada Highway Patrol—  
DUI Enforcement Saturation Patrols  
Funding Source: 402**

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 represent a higher incidence of impaired fatalities in Nevada.

**TS-2015-Frontier Community Coalition-00044—Tri-County Impaired Driving Awareness Program  
Funding Source: 405(d)**

This coalition covers three rural counties within northeast 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-2015-BoR, NSHE, obo UNR-00048—Board of Regents, Nevada System of Higher Education, obo UNR—Do the Ride Thing  
Funding Source: NDOT-21**

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 being solicited from alcohol outlets near the campus and surrounding vicinity.

**TS-2015-Nye Comm-00025—Nye Communities Coalition—Nye Communities Coalition Impaired Traffic Safety**

**Funding Source: 405(d)**

This project is consistent with the Nevada Strategic Highway Safety Plan under the Impaired Driving and Occupant Protection strategies (see project TS-2015-Nye Comm-00024 under Performance Measure 12). The project addresses Strategy 1 to increase the number of high-visibility DUI programs: AS 1.03—encourage other law enforcement agencies to set up impaired driving reporting programs. It will also include Strategy 2, to enhance programs on impaired driving for young drivers: AS 2.01—enhance DUI education within existing safe driving programs using systems viewed at national trainings as being easy to integrate into existing systems.

**TS-2015-CC District Court-00006—Carson City District Court—Carson City 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-2015-DAS DUI Diversion-00014—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; the rate for 2012 is estimated to be at 26 percent (non-imputed). 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.

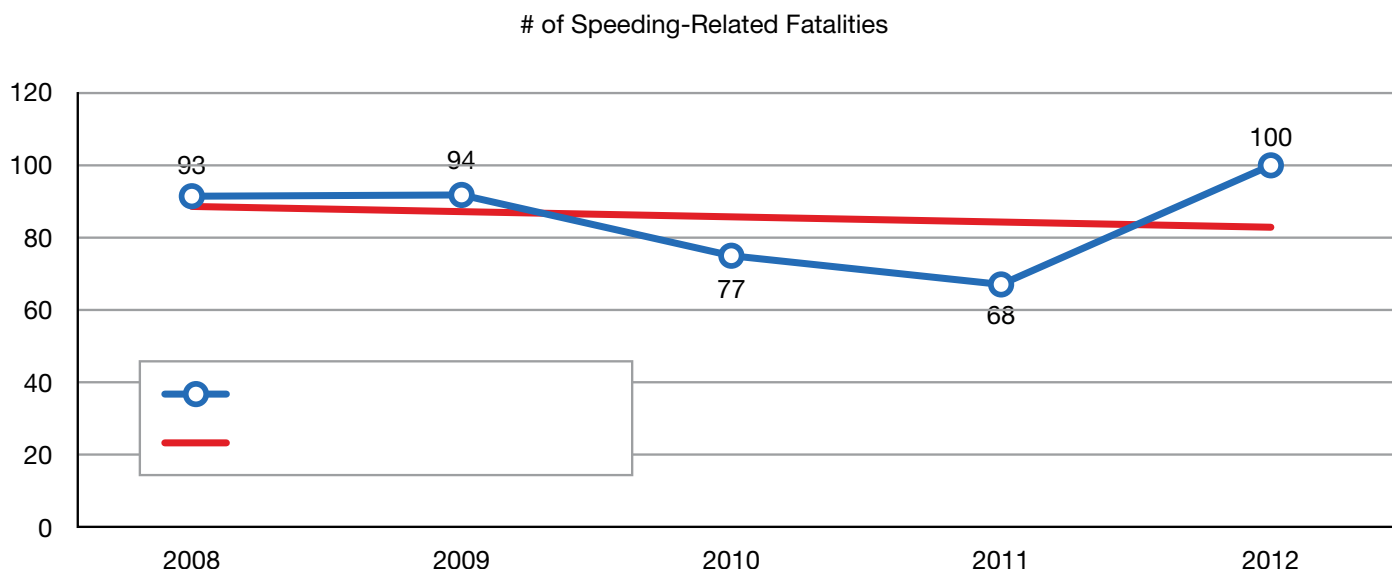
**TS-2015-LVJC-00013—Las Vegas Justice Courts—DUI Court Program**

**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.

# PERFORMANCE MEASURE 6

## NUMBER OF SPEEDING RELATED FATALITIES



### Justification for Performance Target

Speeding-related fatalities have represented as high as 37 percent of all Nevada fatalities, but recent data indicates a decline to just under 30 percent for speeding-related crashes. Data for 2010–2012 was charted for trend lines and analyzed by actual numbers and the five-year moving average. It should be noted that the 100 speed-related fatalities from the FARS 2012 report is significantly higher than the state's number of 82 speed-related fatalities in 2012.

### FY 2015 Target

Decrease speed-related motor vehicle fatalities from the 2008–2012 five-year average of 86 by 3 percent, to the 2011–2015 estimate of 82, by December 31, 2015.

### Problem ID Analysis

*What:* Between 2008 and 2012, there were 180 speeding-related fatal crashes, resulting in 204 fatalities, on Nevada roadways. The type and number of vehicles involved were:

- Passenger cars 118
- Pick-up trucks 50
- Motorcycles 47
- Large Trucks 8
- Other vehicles 14



### Speed-related fatal crashes: drivers 2008–2012

Age	Count
13	1
16–20	37
21–25	43
26–35	40
36–45	25
46–55	17
56–65	8
66+	5

**Who:** For the 2008–2012 five-year period, drivers in the 16–35 age group had the highest number of speeding-related fatal crashes (below), a shift from age 20–54 in previous years. Approximately 89 percent of the drivers held Nevada licenses, with the remainder licensed primarily in CA, AZ, ID, and UT.

**Where:** More than 88 percent of speeding-related fatal crashes between 2008 and 2012 occurred in just three counties:

- Clark County 136 (75.6 percent)
- Nye County 11 (6.1 percent)
- Elko County 13 (7.2 percent)

**When:** Speed is a contributing factor in a majority of lane departure and intersection crashes; 58 percent of the lane departure and intersection fatal and injury crashes occur during daylight hours and between Thursday 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 of 70+ speed limits, or the multilane arterials in Las Vegas (Clark County) with 45 mph limits, speed is a factor in a majority of fatalities and serious injuries.

### Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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, which can also be referenced for specifics on Nevada's strategies.

## Performance Goal

- Promote multi-jurisdictional enforcement of Nevada safety belt, DUI, distracted driving, pedestrian, and speeding laws.
- Increase the number of seat belt and child seat citations issued during high-visibility enforcement events from 2,795 in 2013 to 3,075 in 2015 (5 percent/year).
- Increase the number of speed citations issued during high-visibility enforcement events by 5 percent from 12,124 in 2013 to 13,336 in 2015 (5 percent/year).
- Increase the number of DUI arrests made during high-visibility enforcement events from 996 in 2013 to 1,095 in 2015 (5 percent/year).
- Decrease Nevada's traffic fatality rate per 100M Vehicle Miles Traveled (MVMT) from the 2008–2012 five-year average of 1.22 by 3 percent, to the projected 2011–2015 rate of 1.10, by December 31, 2015.

## Strategies

- Provide adequate equipment to law enforcement to assist in monitoring and enforcing traffic laws and to improve traffic safety.
- Encourage additional partners and participation in high-visibility enforcement events that focus on speed, impaired driving, occupant protection, and pedestrian safety measures.

## Funding Source

See also funding source for projects TS-2015-NVOTS 658-00022, 00086, and 00077 on page 79.

## Related Projects

### **TS-2015-NVOTS 658-00022—Nevada Office of Traffic Safety: Joining Forces, High-Visibility Enforcement Program: Speed Enforcement**

#### **Funding Source: 402**

Joining Forces, a multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement events for problem areas identified within the SHSP, including seat belt usage, impaired driving, speeding, pedestrian safety, distracted driving, and intersection safety. Nevada piloted this program in 2001, and it has proven to be a valuable asset in the prevention of motor vehicle crashes, fatalities, and injuries. In FY 2014, 24 of Nevada's 36 law enforcement agencies participated in Joining Forces, covering well over 90 percent of the state's population. Speed is the most common citation issued during Nevada HVE events, regardless of the focus area for the campaign. Traditionally, one-third of Nevada's fatal crashes include excess speed as one of the contributing factors to the crash.

### **TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Paid and Earned Media: Distracted Driving**

#### **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 267 people were killed; this is up from 246 in 2011 and 258 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 five critical problem areas in Nevada's SHSP is how to reduce lane departure and

intersection crashes. Speeding and distracted driving are two behaviors that add to these problem areas, and are focus areas of the high-visibility enforcement events run by the Joining Forces program. This part of the media project serves to support these enforcement efforts. The need to educate the public about these dangers and about the virtues of making the right choices 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 safer choices.

### **TS-2015-NVOTS 658-00077—Nevada Office of Traffic Safety—Program Management:**

#### **Speed Enforcement**

#### **Funding Source: 402**

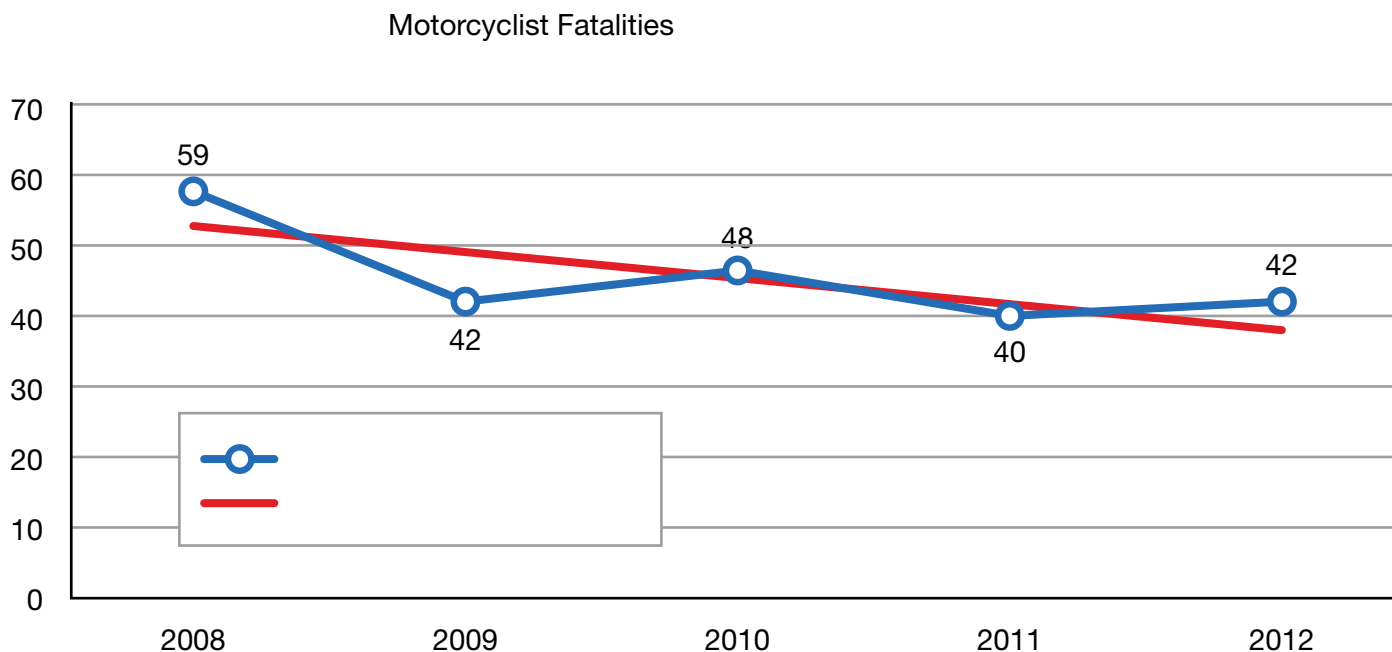
This project will provide resources to facilitate speed and aggressive driving countermeasures to reduce the incidence of fatal crashes caused by excess speed. The DPS-Office of Traffic Safety is 100 percent federally funded except for its match requirements. This grant award from NHTSA provides funding for the management and operating costs for the DPS-OTS speed enforcement program of the FFY 2015 Highway Safety Plan.

Reducing the incidence of speed-related motor vehicle crashes is one of the state SHSP's five priority emphasis areas in regard to lane departures and intersection safety. Educating the public on the need to slow down and pay attention is a continuous process to both educate tourists and new citizens and to convince current citizens.



# PERFORMANCE MEASURE 7

## NUMBER OF MOTORCYCLIST FATALITIES



### Justification for Performance Target

Motorcyclist fatality data for 2008 to 2012 was charted for trend lines and analyzed three ways: actual number, three-year moving average, and five-year moving average. The performance target of 41 was chosen from a three-year moving average trend line derived from CYs 2010–2012 data, as the 2008 number of 59 might skew a reasonable target choice, even with the low of 37 from CY 2012.

### FY 2015 Target

Decrease motorcyclist fatalities from the 2010–2012 three-year moving average number of 44 by 3 percent, to the 2013 - 2015 projected average of 41, by December 31, 2015.

### Problem ID Analysis

*What:* Between 2008 and 2012, 231 fatalities occurred from motorcycle crashes on Nevada's roadways.



**Who:** Of the fatalities, 190 were helmeted and 41 were not wearing helmets. The majority of fatalities occurred among males age 20 to 37.

#### Nevada Motorcycle Fatalities by Age

Year	<20	20–29	30–39	40–49	50–59	>59	Total
2008	3	17	1	11	12	6	50
2009	0	11	10	8	9	4	42
2010	3	6	11	10	12	6	48
2011	1	12	6	8	9	4	40
2012	2	14	3	6	8	9	42

**Where:** 66 percent of Nevada's motorcyclist fatalities in 2012 occurred in urban Clark County, located in Southern Nevada, where the desert weather allows riding all year long. Washoe County in Northern Nevada has the second-highest percentage at 16 percent of total fatalities, but this is a much less populous area that has extremely cold winters five to six months out of the year, so there is much less motorcycle riding in the north. The rural counties do not exhibit a motorcycle safety problem, comparatively speaking, with one to two motorcycle fatalities per year.



## Nevada Motorcyclist Fatalities by County

County Name	2007	2008	2009	2010	2011	2012
Carson City	0	2	1	1	1	1
Churchill County	1	1	0	2	0	0
Clark County	41	37	34	32	25	25
Douglas County	1	0	1	2	1	1
Elko County	0	3	1	0	2	1
Esmeralda County	0	0	0	0	0	0
Eureka County	0	0	0	0	0	0
Humboldt County	0	0	0	1	0	1
Lander County	0	0	0	0	2	1
Lincoln County	0	0	0	1	1	0
Lyon County	0	0	1	1	0	1
Mineral County	0	0	0	0	0	0
Nye County	0	3	0	4	3	0
Pershing County	0	0	0	0	0	0
Storey County	0	2	0	0	0	0
Washoe County	8	10	1	4	6	6
White Pine County	0	1	2	0	0	1

**When:** Fatal motorcycle crashes occur at all hours of the day and night; there is nothing that stands out as far as time of day. Seasonally, most of these crashes occur in the spring and summer when the weather is warm, the streets are relatively dry, which is motorcyclists ride the most.

**Why:** Historically, 50 percent of all motorcyclist fatalities are due to impaired driving and/or speeding. Nevada is also experiencing fatalities among older riders who are returning to riding and finding the performance of current motorcycles is different than they remembered. This also applies to younger riders using high-performance motorcycles that exceed their riding skills.

### Performance Goal

- Decrease the number of motorcyclist fatalities from 42 in 2012 to 36 by December 31, 2015.
- Decrease the percentage of unhelmeted fatalities from a three-year average of 7.87 percent to 5 percent by calendar year end 2015.



## Strategies

Nevada's OTS hosted a NHTSA Assessment of its motorcycle safety program in November 2011. Various recommendations from its report have already been acted upon or initiated to date. Strategies for the program in FY 2014, and into 2015, reference NHTSA Assessment recommendations as well as strategies listed in the Strategic Highway Safety Plan (in regard to impaired riding):

- Develop a coalition of motorcycle safety advocates to review and identify new strategies and safety countermeasures to reduce fatalities and serious crashes in Nevada. There will be a wide spectrum of participants, including state agencies, safety professionals, and the riding public.
- Utilize the talents of the coalition to review and identify new strategies to educate the driving public (cars, trucks, and motorcyclists) on how to share the road and encourage the use of proper protective gear.
- Increase the number of Basic Rider courses (beginning) and higher-level course opportunities for the more experienced riding public.

## Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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, which should also be referenced for specifics on Nevada's strategies.

## 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-2015-NVOTS 658-00086 and 00079 on page 79.

## Related Projects

### **TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Paid and Earned Media:**

#### **Motorcycle Safety**

#### **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 267 people were killed; this is up from 246 in 2011 and 258 in 2012. Many of these deaths can be directly traced to people choosing non-safe driving, riding, or walking behaviors on the road. Motorcycle fatalities have risen over the past couple of years: CY 2013 MC fatalities numbered 53, compared to 42 in 2012, although still on a downward trend overall for the past five years. One of the five critical problem areas in Nevada's SHSP is how to reduce impaired driving crashes. About 40–50 percent of Nevada's motorcycle fatalities are historically impaired riders. The Nevada Executive Committee on Traffic Safety (NECTS) recently approved adding vulnerable users to the plan for its next update, which includes motorcycles. Public awareness messaging, as well as enforcement efforts, will be utilized here to address both the motorcycle rider (to ride safely) and other motorists (to watch out for motorcycles). Nevada has several large rallies throughout the state each year, culminating in the large Street Vibrations rally in Northern Nevada every September. The need to educate the motoring public about riding dangers and about the virtues of making the right choices 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 safer choices.

### **TS-2015-NVOTS 658-00079- Nevada Office of Traffic Safety-**

#### **Program Management: Motorcycle Safety**

#### **Funding Source: 2010, 405(f)**

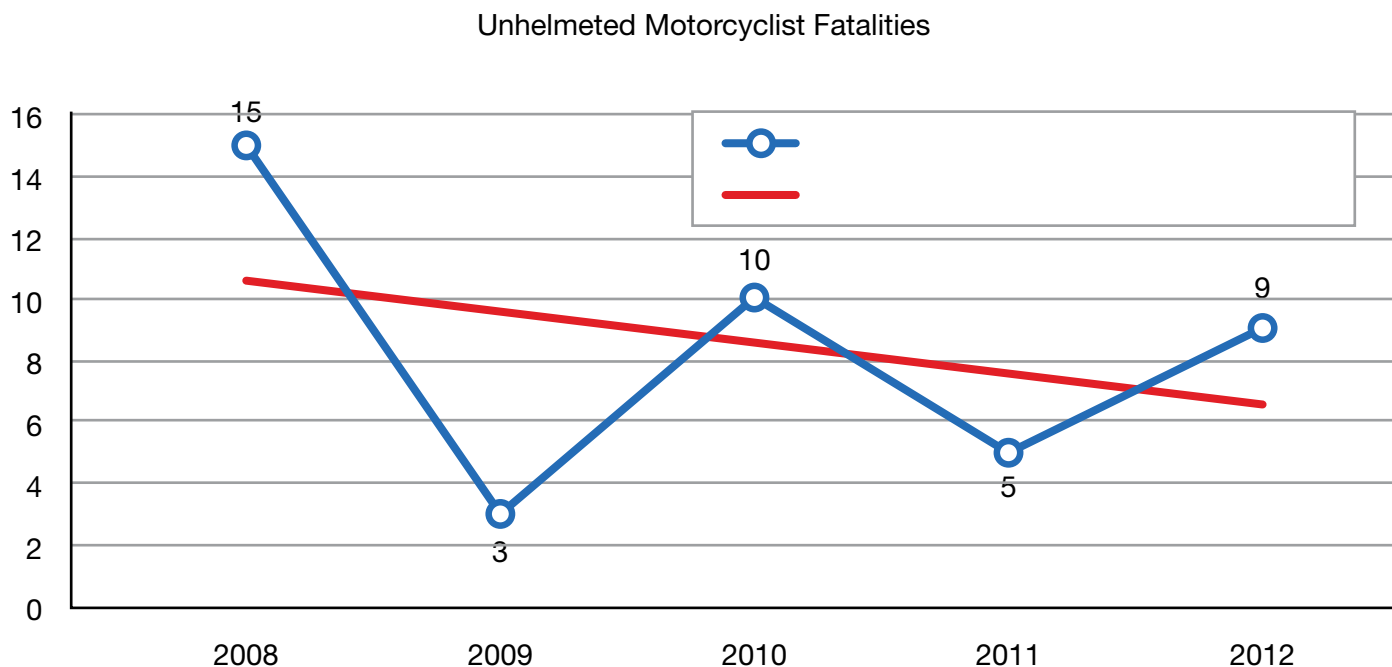
The Nevada Rider program is the state's motorcycle safety program, and it receives fee-based funds from the Nevada DMV to sustain its budget. There is not a large reserve balance, however, in this state budget;

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 related impaired enforcement events.

# PERFORMANCE MEASURE 8

## NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES



### Justification for Performance Target

Unhelmeted motorcyclist fatality data for 2008 to 2012 was charted for trend lines and analyzed three ways: actual number, three-year moving average, and five-year moving average. Linear year-to-year charting has no consistency, with relatively small numbers moving from 15 to three, for example, in years 2008 to 2009, and then back up to 10 in 2010. The performance target of six was chosen from a three-year moving average trend prediction calculated from CYs 2009 to 2011 data. Other trend lines indicated targets of three unhelmeted fatalities for CYs 2013 and 2014, where a target of six seemed more realistic with current year-to-date data, especially because these numbers are relatively small.

### FY 2015 Target

Decrease unhelmeted motorcyclist fatalities from the 2010–2012 moving average of eight to the 2013–2015 estimate of six unhelmeted motorcycle fatalities by December 31, 2015.

### Problem ID Analysis

*What:* Between 2008 and 2012 there were 41 unhelmeted fatalities.

**Who:** As with all motorcyclist fatalities, the unhelmeted fatalities are predominantly male adults age 25 to 54. Of the five unhelmeted fatalities in 2012, 60 percent, or three of the unhelmeted fatalities, occurred in Clark County.

Year	Population	Fatality Rate per 100,000 Population	
		MC Fatalities	Unhelmeted
2008	2,600,167	2.27	0.58
2009	2,711,206	1.55	0.11
2010	2,724,634	1.76	0.37
2011	2,721,794	1.47	0.18
2012	2,758,931	1.52	0.58

*Note: Unhelmeted equals Unhelmeted + Unknown'*

**Where:** 66 percent of Nevada's motorcyclist fatalities in 2012 occurred in urban Clark County, located in Southern Nevada, where the desert weather allows for riding all year long. Washoe County in Northern Nevada has the second-highest percentage, at 16 percent of total fatalities, but this is a much less populous area, that has extremely cold winters five to six months out of the year, so there is much less motorcycle riding in the north. The rural counties do not exhibit a motorcycle safety problem, per se, with one to two motorcycle fatalities per year.

**When:** Fatal motorcycle crashes occur at all hours of the day (and night); there is nothing that stands out as far as time of day. Seasonally, most of these crashes occur in the spring and summer when the weather is warm, the streets are relatively dry, and motorcyclists ride the most.

**Why:** Because Nevada has a universal helmet law covering all ages, it has a relatively small number of motorcyclist fatalities that were unhelmeted at the time of the crash. However, Nevada hosts several large motorcycle rally events throughout the state in the spring and summer, which bring in many riders from out-of-state, who do not necessarily have a helmet law, although most of them know and abide by it.



### 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](http://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, which can also be referenced for specifics on Nevada's strategies.

### **Funding Source**

See funding source for projects TS-2015-NVOTS 658-00079 and 00086 on page 79.

### **Related Projects**

#### **TS-2015-NVOTS 658-00079—Nevada Office of Traffic Safety—Program Management: Motorcycle Safety**

##### **Funding Source: 2010, 405(f)**

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. Nevada has a universal helmet law that is challenged every legislative session, but it has not been repealed to date.

The state's motorcycle safety 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 related impaired enforcement or other such events during riding season (which is year-round in Southern Nevada).

#### **TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Paid and Earned Media: Motorcycle Safety**

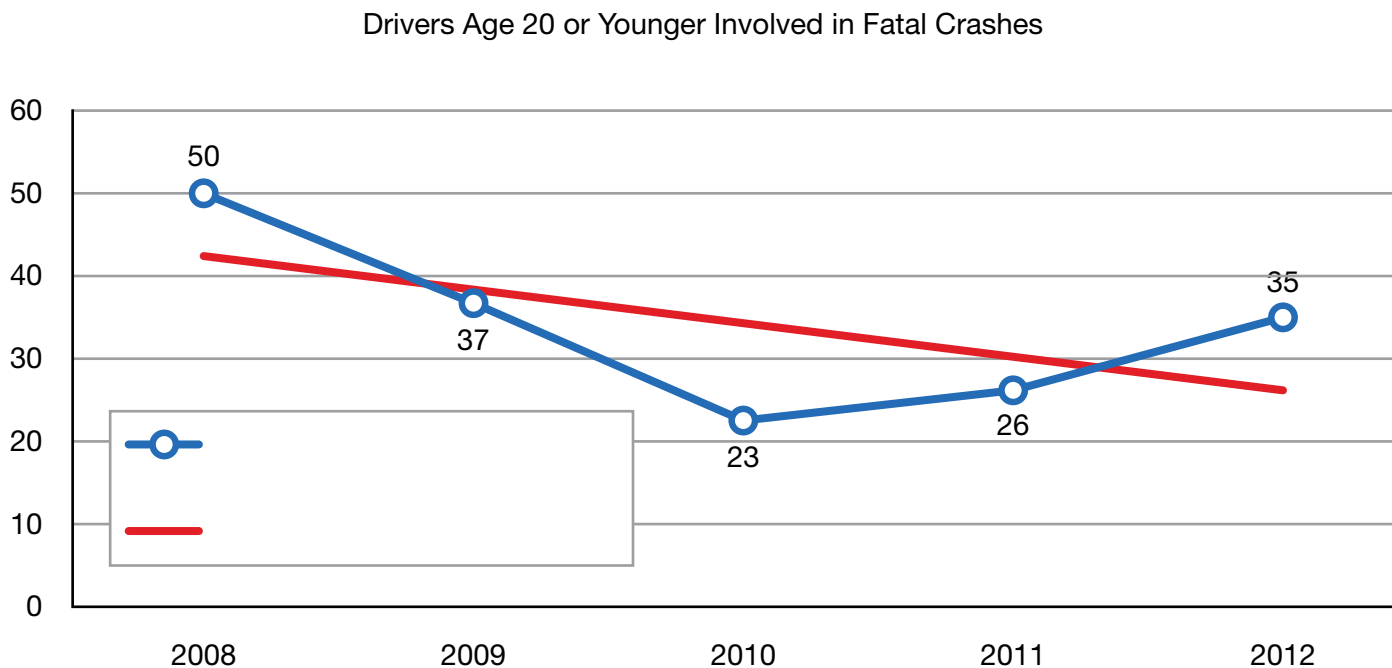
##### **Funding Source: NDOT-21**

Motorcycle fatalities have risen over the past couple of years: CY 2013 MC fatalities numbered 53, compared to 42 in 2012 and 41 in 2011, although still on a downward trend overall for the past five years (unhelmeted motorcycle fatalities: 5, 9, and 3, respectively). The Nevada Executive Committee on Traffic Safety (NECTS) recently approved adding "vulnerable users" to the plan for its next update, which includes motorcycles. Public awareness messaging, as well as enforcement efforts, will be utilized here to both address both the motorcycle rider (to drive safely) and other motorists (to watch out for motorcycles). Nevada has several large rallies throughout the state each year, culminating in the large Street Vibrations rally in Northern Nevada every September. The need to educate the motoring public about riding dangers and about the virtues of making the right choices 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 safer choices.



# PERFORMANCE MEASURE 9

## NUMBER OF DRIVERS AGE 20 OR YOUNGER IN NEVADA FATAL CRASHES



### Justification for Performance Target

Fatality data from this age group of drivers for 2008 to 2012 was charted for trend lines and analyzed three ways: actual number, three-year moving average, and five-year moving average.

### FY 2015 Target

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

### Problem ID Analysis

*What:* Between 2008 and 2012, 1,968 drivers were involved in fatalities on Nevada roadways. Of those, 171 drivers were aged 15 to 20.

Year	2008	2009	2010	2011	2012
Age 15–20	50	37	23	26	35

**Who:** Between 2006 and 2011, 10 motorcyclist fatalities occurred among drivers under 20 years old.

Between 2006 and 2010, 70 unrestrained fatalities occurred among vehicle occupants under age 20, and 10 distracted driving-related fatalities involved people ages 16 to 20. CDC data: In 2010, the motor vehicle death rate for male drivers and passengers age 16 to 19 was almost twice that of their female counterparts.



**Where:** Crashes for this age group of drivers occur primarily on major arterials or in isolated rural areas (during parties, etc.). In 2010, 10.4 percent of all Nevada crashes involved drivers age 16 to 20, a drop from 2008 that can be directly tied to Nevada's Graduated Drivers Licensing (GDL) law implemented in 2005. A noted trend in this age group is that they are getting full licensure at a later age: 18 rather than 16. This may be in part due to the GDL requirements as well as the economic recession.

**When:** Among the group aged 15 to 20, crash risk is particularly high during the first month of licensure. Because of curfew requirements in the state's GDL law, there have been fewer nighttime crashes in this age group in the last few years.

**Why:** Teens are more likely to underestimate dangerous situations, speed, and distraction factors simply because of their inexperience or limited time behind the wheel. Teens that die or are injured in crashes frequently ride unrestrained, with multiple occupants, and/or with positive blood alcohol levels.

## Performance Goal

- Reach approximately 25 percent of students statewide in participating schools with the safe driving behavior message and education.

## Strategies

- Encourage safe driving habits among young drivers by increasing awareness of seat-belt usage and of the dangers of distracted and impaired driving through media campaigns and in-school programs.
- Continue working with Nye County Sheriffs' office to promote and educate teens on safe driving behaviors.
- Educate teens on traffic safety messages through community-based organizations by providing workshops, educational opportunities, mentoring, and resources for effective traffic safety projects.
- Research and develop public education programs that will effectively reach and engage the intended target audience.

## Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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

The effectiveness of these strategies is documented within the [Countermeasures That Work](#) publication, which should also be referenced for specifics on Nevada's strategies.

## Funding Source

See funding source for projects TS-2015-Drivers Edge-00090 and TS-2015-NVOTS 658-00085 on page 79.

## Related Projects

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

#### **Funding Source: NDOT-21**

The Drivers Edge program provides drivers aged 21 and under with a comprehensive four-hour training session that teaches basic and advanced safe driving skills. The sessions are taught by professional driving instructors. The driving portion puts young drivers behind the wheel, supervised by an instructor, and allows them to learn hands-on how to operate a car safely in emergency situations. Driving exercises include skid control, panic breaking, and avoidance procedures.

Along with the driving exercises, these sessions provide special classroom instruction about the critical safe driving emphasis areas for young adult drivers such as occupant protection, impaired driving, and distracted driving. The program provides valuable learning time and resources to young drivers and to their parents who take a renewed interest in traffic safety as their child learns to drive. The program specifically addresses the top three contributing factors in overall fatal crashes: failure to maintain proper lane, exceeding authorized speed limits, and failure to yield right of way.

## **TS-2015-NVOTS 658-00085—Nevada Office of Traffic Safety Zero Teen Fatalities Program**

### **Funding Source: NDOT-21**

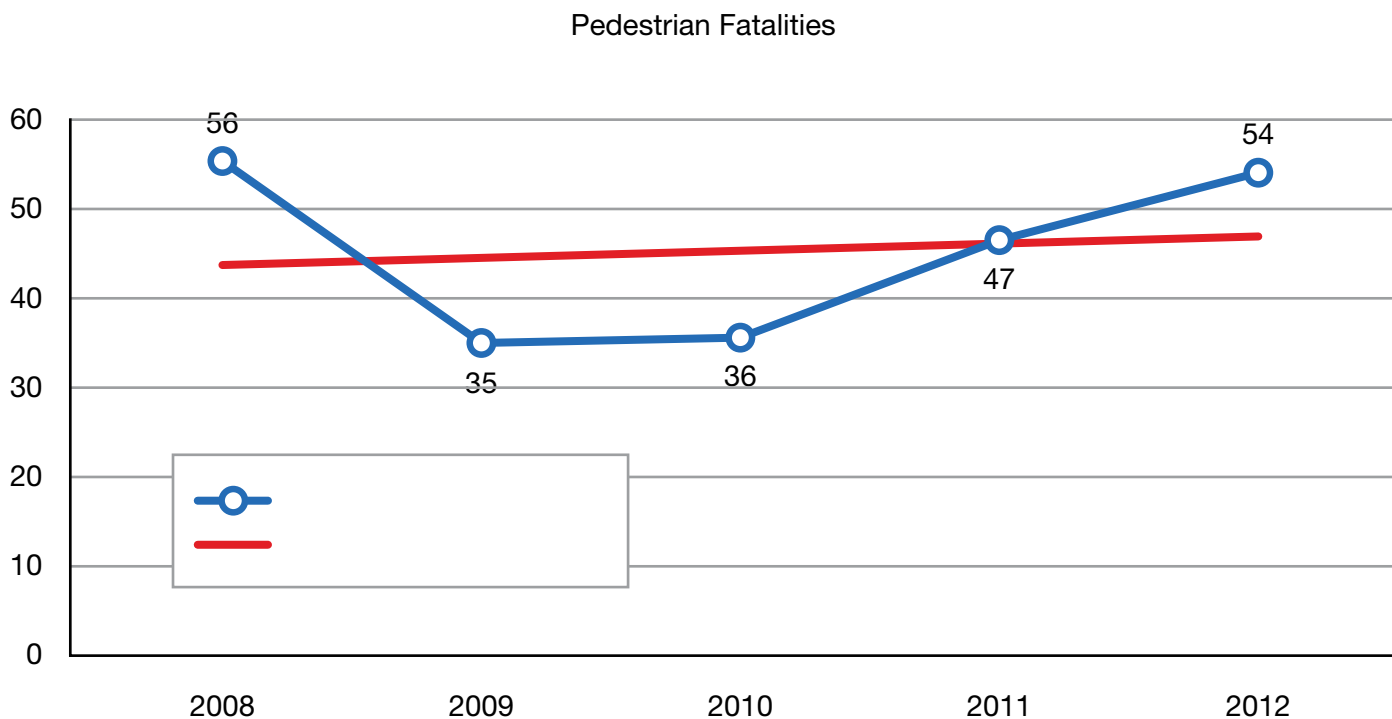
Zero Teen Fatalities is a comprehensive teen novice-driving program that encompasses classroom and hands-on experience activities. It provides public education on important teen driving issues such as distracted driving, failure to use safety belts, driving impaired, speeding, aggressive driving, pedestrian safety, and even motorcycle safety issues.

In 2009, more than 11 percent of the drivers under age 21 were involved in fatal crashes. Nevada has been successful in reducing this percentage from over 11 percent in 2009 to just under 8 percent in 2011. In 2012, the percentage crept back to just under 10 percent of fatal crashes involving a driver under 21. Nevada's target for a 5-year average was 6.5 percent for 2012. Teen drivers are greatly over represented in serious injury and fatal crashes in Nevada.

The Zero Teen Fatalities program (ZTF) was developed to address Nevada's Strategic Highway Safety Plan Strategy 3.4: "Education—Educate young drivers, reduce underage drinking and driving, and increase awareness of pedestrian and motorist safety." ZTF increases awareness of seatbelt usage and the dangers of impaired and distracted driving, along with speeding/aggressive driving behavior—critical safety issues for this age group. It also addresses the importance of pedestrian safety and the rising fatality rate for pedestrians in Nevada, primarily in urban areas. The program involves presentations at schools, assemblies, parent nights, teacher meetings, school fairs, universities, drivers' education classes, and other venues; team competitions to develop a traffic safety message; a competitive hands-on driving day with professional drivers; and fatal vision competitions, all which give young drivers the experience of the effects of driving impaired on one's mind and body. Since the beginning of this program in 2006 (it was originally called the P.A.C.E., then STARS program), Nevada has consistently reduced the number of teen roadway fatalities. The theory is to educate the young driver now to drive safely, thus avoiding the difficult job of changing bad behavior later.

# PERFORMANCE MEASURE 10

## NUMBER OF PEDESTRIAN FATALITIES



### JUSTIFICATION FOR PERFORMANCE TARGET

Pedestrian fatality data for 2008 to 2012 was charted for trend lines and analyzed two ways: actual number and the five-year moving average. The 2015 target of 43 was chosen in consideration of the five-year average trend line calculations from CYs 2008 to 2011 (-27/year) in combination with the recent uptick in fatalities for NV (2012 and current 2013). Other calculations indicated a target of 36 fatalities for CY 2015, but it was prudent to choose a more realistic target. Pedestrian fatalities continue to spike (with 71 in 2013 vs. the goal for 39); additional efforts are being worked on to combat the problem in FY 2015.

### FY 2015 Target

Decrease pedestrian fatalities from the 2008–2012 average of 45 by 3 percent, to the 2009–2013 estimate of 43, by December 31, 2015.

### Problem ID Analysis

*What:* Between 2008 and 2012, there were 208 pedestrian fatalities on Nevada’s roadways.

**Who:** Pedestrian fatalities and serious injuries occur among all age ranges, with the higher fatalities among the group aged 46 to 74 group in Clark County, and the group aged 26 to 64 in Washoe County (2011–2012).

**Where:** The majority of Nevada's pedestrian fatalities occur in the Las Vegas metropolitan area, representing 85 percent of the state's total pedestrian fatalities in CY 2012. Las Vegas in Clark County encompasses approximately 75 percent of the state's population. Even with 40 million visitors per year to this area, the fatalities are surprisingly not visitors but instead residents of Las Vegas who are limited to walking for transportation.

### Pedestrian Injuries and Fatalities 2011–2012

Age Range:	Injured Status Code		Total
	Serious Injury	Fatal	
0–15	39	2	41
16–20	25	2	27
21–25	21	0	21
26–35	26	5	31
36–45	16	0	16
46–54	27	7	34
55–64	24	9	33
65–74	14	7	21
>74	7	2	9
<b>Clark Total</b>	<b>199</b>	<b>34</b>	<b>233</b>
0–15	1	0	1
16–20	7	0	7
21–25	5	1	6
26–35	10	3	13
36–45	3	2	5
46–54	5	2	7
55–64	5	3	8
65–74	2	0	2
>74	0	1	1
<b>Washoe Total</b>	<b>38</b>	<b>12</b>	<b>50</b>

**When:** There is no trend in the day or time when pedestrian fatalities occur. Pedestrian fatalities can occur at any time of the day or month.

**Why:** An additional complication to the pedestrian fatality problem is the city's infrastructure. Las Vegas was the fastest growing city in the nation for more than a decade until 2008. With such rapid growth, maintaining, improving, and providing new infrastructure to meet the growing need was difficult. Wide multilane streets, higher speed limits in residential areas (average 45 mph), poor lighting, minimal sidewalks, long distances between crosswalks, and other similar conditions create an "unfriendly" environment for pedestrians and bicyclists in the urban areas of both Clark and Washoe Counties.



## Performance Goal

- Continue facilitation of the Southern Nevada Pedestrian Safety Task Force
  - Continue participation and leadership for the SHSP Critical Emphasis Area Team on Pedestrian Safety
  - Succeed in clearing up ambiguous language in Nevada traffic statutes in regard to pedestrian safety (change the yield signs to stop for pedestrians, etc.).

Nationally, the share of pedestrian deaths began to climb in 2007, from 11 percent to almost 14.5 percent in 2012. At the same time, pedestrian deaths dropped sharply to their lowest point in 2009, then began rising again to higher than the 4,800 in 2007.

Nevada saw its lowest pedestrian fatality numbers in 2009, only to see pedestrian fatalities rise even higher than 2007. Where Nevada differs from the national numbers is the percentage of pedestrian fatalities to overall roadway fatalities. Keeping the 2007 point of reference, Nevada pedestrian deaths were 13.9 percent and grew to 23.6 percent in 2012, and higher to 26.7 percent in 2013\*.

Like many cities across the nation that were built post WWII, the Southern Nevada urban areas have lots of sprawl, and are connected by wide, flat, and fast streets. Preliminary 2013 data shows that in Clark County, where 80 percent of the state's pedestrian fatalities happen, 85 percent of pedestrian crashes occurred on streets with posted speed limits of 45 or higher.

While the vast majority of fatalities are the fault of the pedestrian, the design of the street network has to also be considered. Other counties in the state also share the urban sprawl as a contributing factor; many fatalities happen in the northern urban area of the state due to speed and lane width; and in the eastern part of the state, connecting streets are most often constructed without the benefit of sidewalks.

The other issue in Southern Nevada, and shared in other neighborhoods statewide, is the distance between safe places to cross the street, almost compelling those on foot to risk their lives to get conveniently across



the street. The numbers tell the reality of the story. In 2013, the 55 Clark County pedestrian fatalities were 28.7 percent of the county's total fatalities, while the other urban area, Washoe County, lost 8 pedestrians, which represented 42.1 percent of that county's total motor vehicle fatalities.

Countermeasures in all parts of the state vary and are directed at mitigating the issues in each community. For local citizens, convincing pedestrians to cross streets safely remains the largest problem. This is being addressed in a variety of ways, such as speaking

to those who walk “because they have to” at locations where they gather to be served; and engaging nontraditional partners, such as hotel casinos, to educate their workforce, the members of which often don’t earn enough to own a car and are also full-time pedestrians.

The two most vulnerable populations, children and seniors, are also being educated. The state has several nonprofit groups that address children in school and community event settings and also partner with a strong (close to 100 schools participating) Safe Routes to School (SR2S) program statewide. In addition to International “Walk to School Day,” schools across Nevada join together in the spring for “Nevada Moves Day.”

Older walkers are being addressed at senior centers, feeding sites, and retirement neighborhoods. For the first time in 2012, the ages most at risk as pedestrians rose from the group aged 36 to 55, to those over age 55. As the population ages, and those over 55 become the largest portion of the population, we need far more efforts to educate older Nevadans to walk safely so that they are not trying to cross busy streets to get their daily groceries.

From 2010 to 2012, the number one risk factor in serious injury and fatal pedestrian crashes was crossing mid-block; this raises the issue of long distances between safe places to cross the street. We must address safer places that are more conveniently located, on streets with slower traffic in southern urban Nevada; high-visibility enforcement remains the best countermeasure of encouragement for all road users to do the right thing.

\*CY2013 numbers are estimated, as the FARS 2013 file is not yet complete

## Strategies

- Continue to develop community-based programs for educating the public on pedestrian safety and laws pertaining to the issue (Nevada Strategic Highway Safety Plan strategy).
- Continue to collaborate with local planning commissions and the Nevada Department of Transportation on pedestrian safety action plans toward livable communities.
- Conduct highly visible enforcement campaigns at high crash locations (Nevada Strategic Highway Safety Plan strategy).
- Conduct at least two statewide public awareness campaigns (“Pedestrians Don’t Come With Airbags,” “Share the Road,” etc.) on pedestrian safety (Nevada Strategic Highway Safety Plan strategy). Messaging will be prepared for both the motorist (to watch out for them), as well as the pedestrian (to stay alert and stay alive). NDOT flex funding received this year will allow OTS to fund additional paid media in tandem with the 2015 Joining Forces calendar for pedestrian enforcement events, as well as provide additional overtime funding for these events.

## Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada’s Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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 4: Distracted and Drowsy Driving

Chapter 6: Young 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-2015-RPD-00041, TS-2015-BoR, NSHE, obo UNR-00039, TS-2015-NLVPD-00097, TS-2015-NVOTS 658-00086, 00022, and TS-2015-UNLV-00030 on page 79.

### **Related Projects**

#### **TS-2015-RPD-00041—Reno Police Department—Reno PD Pedestrian Safety Enforcement 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. Approximately 60 percent of the pedestrian fatal crashes are the pedestrian at fault, but that does not mean that efforts aren't also made toward educating motorists on the law. Reno experienced one pedestrian fatality in all of 2013, but has already climbed to four as of May 2014. Pedestrian safety is one of the five critical emphasis areas of the state's SHSP.

#### **TS-2015-BoR, NSHE, obo UNR-00039—Board of Regents, Nevada System of Higher Education, obo UNR Police Department—Pedestrian Safety Project Funding Source: NDOT 21**

The purpose of this project is to build on the success of prior pedestrian safety projects conducted by University of Nevada Reno Police Services (with assistance of students from UNR and the Davidson Academy of Nevada). The project will continue to educate pedestrians in the university area and in the surrounding community about crosswalk safety, with a special emphasis on "distracted walking," and will to educate drivers to stay alert and be aware on Nevada roadways. During the 2014 grant project, UNR continued its study of the millennial generation, described by FOX 11 as the "three-screen generation." The primary target for this campaign is the people always connected by one screen or another, essentially 24 hours a day. TV has been one of the best ways to reach this demographic with this message. The project includes a funding request to work with a local media outlet (FOX 11) to create a media campaign designed to reach the local youth and young adult population. The media campaign will include such things as a PSA for television, online ads, and social media.

Awareness campaigns will encourage pedestrians to refrain from distractions while crossing the street (especially texting), to use marked crosswalks and the pedestrian overpass on N. Virginia Street, and to use the stutter flash function on the devices that have been installed for use in this area. The University PD will also piggyback on a campus sporting event, likely a UNR basketball game, to have a Pedestrian Safety

Awareness Night. The project includes a targeted enforcement component, an accepted countermeasure as stated in the document *Countermeasures That Work*. UNRPD will also try to reduce vehicle speed on Sierra and Virginia streets, as well as crosswalk violations. The Associated Students (ASUN) will air the PSA at movie night in the theater in the student union and the video portion on other screens around campus.

**TS-2015-NLVPD-00097—North Las Vegas Police Department—Traffic Safety “Look out for Pedestrians Safety and Education”**

**Funding Source: NDOT 21**

Coupled with enforcement efforts, this project promotes pedestrian safety, including a pedestrian safety awareness education campaign (Stop, Look, and Listen) to city elementary school children. This program highlights the importance of automobile and pedestrian safety and provides instruction to students at NLV elementary schools on how to safely cross the street. Stop, Look, and Listen is designed to keep very young children interested in learning about pedestrian safety by utilizing colorful graphics such as traffic light simulators and by keeping the educational presentation fairly brief (approximately one hour).

**TS-2015-UNLV-00030—Board of Regents, Nevada System of Higher Education, obo UNLV-Vulnerable Road Users Project**

**Funding Source: 402**

All vulnerable modes of travel have seen a jump in fatalities beginning in 2010 in Clark County: pedestrians, scooters, bicycles, and motorcycles. The Vulnerable Road Users Project will bring together resources to address the safety of the most at-risk road users: the pedestrians. Utilizing every resource to inventively reach all road users, this project will measure success by numbers of lives saved and critical injuries reduced.

While it would be beneficial to redesign and rebuild streets, there is a huge price tag attached; and funding is unfortunately one of the most easily remedied of the obstacles. Change is hard, which is why the Center for Safety Research at UNLV's Transportation Research Center continues to participate in various committees that encourage safe and complete streets for all road users interacting with the community about the importance of changing the way all of us travel, no matter the mode.

Other strategies include direct education to alternative road users: children who walk and bike to school and for fun, and adults who walk because they do not own a vehicle and use human power to commute by foot or bike. Pedestrian fatalities rose just over 30 percent in Clark County last year and have risen close to 50 percent in three years. Pedestrians need continual education about the choices they make on where to walk or cross a street—that is, when a safe, reasonable place to cross the street is available.

Another strategy is educating decision makers about the importance of making sure streets are safe not just for cars, by allowing for reasonable distances between places to safely cross the street, and adding every countermeasure possible to help drivers see those on bikes or on foot. Five percent of this project will also be devoted to bicycle safety (see Performance Measure 13).

**TS-2015-NVOTS 658-00086—Nevada Office of Traffic Safety—Paid and Earned Media: Pedestrian Safety**

**Funding Source: NDOT-21**

Pedestrian fatalities have risen over the past couple of years: CY 2013 fatalities numbered 71, compared to 54 in 2012 and 47 in 2011, and remain one of the few traffic problem areas in Nevada that indicate a slight upward, rather than a downward, trend for the past five years. Public awareness messaging that supports the HVE events will be utilized to address both the pedestrian's need to be alert and cross correctly and

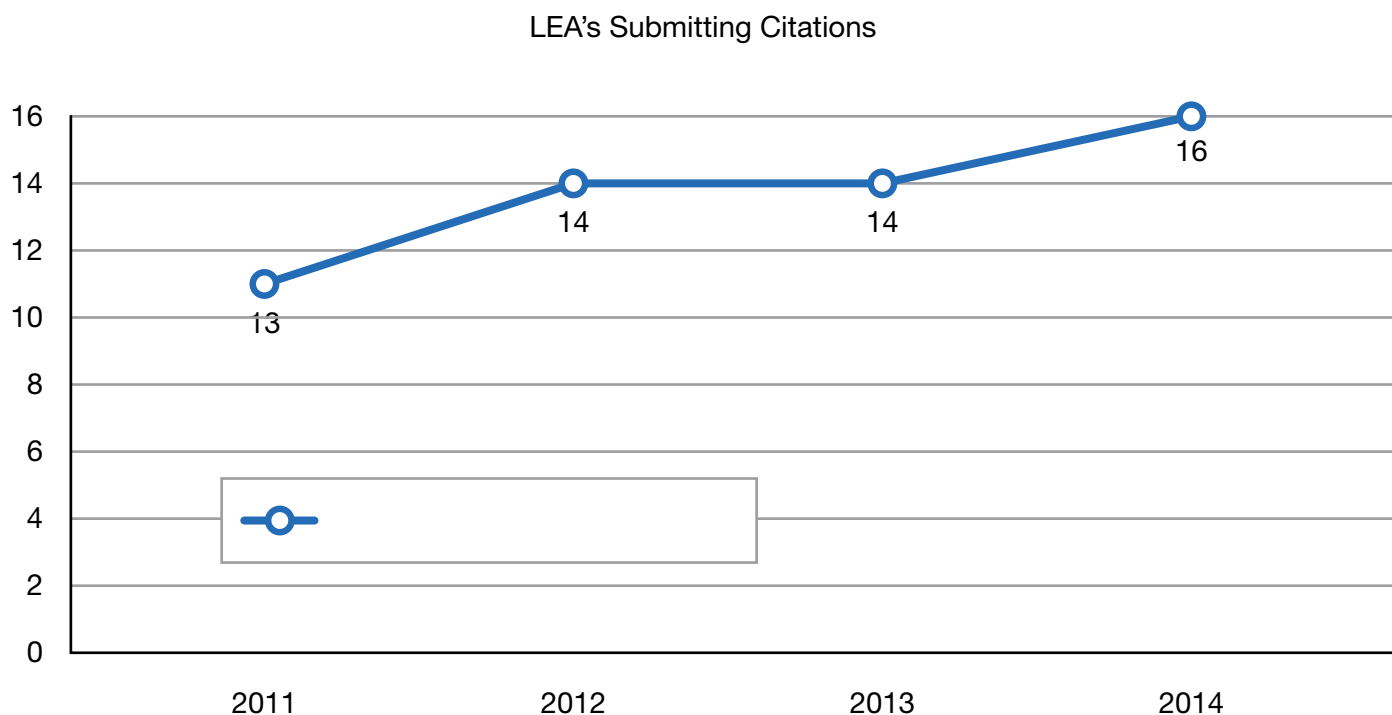
the motorist's need to watch out for pedestrians and yield to them. With the increase in pedestrian fatalities and injuries in southern urban areas, the need to educate the motoring public about being aware of surroundings and the virtues of making the right choices is more important than ever; consistent messaging under the Zero Fatalities campaign on safe driving (and walking) behaviors also helps to educate tourists and new citizens to the state on traffic laws and safer choices.

**TS-2015-NVOTS 658-00022—Nevada Office of Traffic Safety: Joining Forces, High-Visibility Enforcement Program: Pedestrian Safety Enforcement**  
**Funding Source: 402**

Joining Forces, a multi-jurisdictional traffic enforcement program, has been successful in conducting high-visibility enforcement events for problem areas identified within the SHSP, including seat belt usage, impaired driving, speeding, pedestrian safety, distracted driving, and intersection safety. Pedestrian safety enforcement was incorporated into the program a few years ago, when it became one of Nevada's SHSP five critical emphasis areas, as pedestrian fatalities are on the rise. These enforcement events tend to get a lot of earned media, as law enforcement officers will dress up in an appropriate costume, per the time of year (i.e., a leprechaun for St. Patrick's Day, a turkey for Thanksgiving, etc.) and exhibit the proper way to cross a street at problem locations in the community. Many citations are issued at these events to motorists not yielding to the pedestrian (even with that bright costume on), or to pedestrians not crossing properly, or being distracted while crossing the street.

# PERFORMANCE MEASURE 11

## TRAFFIC RECORDS: NUMBER OF LAW ENFORCEMENT AGENCIES SUBMITTING ELECTRONIC CITATIONS



### 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 2015 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 2015 Target

Increase the number of law enforcement agencies submitting traffic citations electronically to the Administrative Office of the Courts to 21 agencies by September 30, 2015.

### 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 continually being 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 November 2014. 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.
- Determine the new "home" for the NCATS database, based on negotiations with DOT and Brazos Technology to best integrate front-end and back-end users of NCATS.
- 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 data to state agency data in 2015.
- Update the state crash repository to become more compliant with current MMUCC standards. Subcommittee meetings through TRCC began in January 2014.

## Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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, which should also be referenced for specifics on Nevada's selected strategies.

## Funding Source

See funding source for projects TS-2015-NVOTS 658-00068, 00062, 00064, 00078, 00082, and TS-2015-UNR UNSOM-00021 on page 79.

## Related Projects

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

#### **Funding Source: 405(c) and NDOT-21**

In July 2010, Brazos Technology was awarded the contract for software for the NCATS project. This project funds a portion of those contract services. Brazos and the TRCC are currently implementing

the software with 15 law enforcement agencies, the Administrative Office of the Courts, and NDOT. Based on successful implementation, the number of participating law enforcement agencies is expected to be at least 18 by the end of FY 2014. This project also increases flexibility in awarding limited fixed deliverable grants by allowing agencies to apply for TR equipment grants, and it provides funding for direct costs such as facilities and travel expenses to conduct meetings to continue the progress of the NCATS MOD project and other TR projects. This project is also supplemented with NDOT funding.



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

**Funding Source: 408**

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 having meetings.

**TS-2015-UNR UNSOM-00021—University of Nevada School of Medicine—Risk Taking Behaviors and Vehicular Crashes: Data-Driven Identification of Behaviors and Intervention**

**Funding Source: 21**

To obtain an overall understanding of injuries and lives lost, one needs to consider multiple sources of data that exist in standalone systems. Without a system that can integrate these sources of data, we can only partially quantify the total impact of vehicular crashes in the state. UNSOM created a linked database using 2005 to 2012 NDOT crash records and statewide Nevada trauma records, which has been a valuable resource of hard medical cost data and outcomes for all vehicular injuries that are treated in Nevada's statewide trauma system.

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

**Funding Source: 405(c), 408**

In July of 2010, Brazos Technology was awarded the contract for traffic citation and crash data collection software for the NCATS Modernization Project. This project funds a portion of those contract services. At the time of this application, Brazos, under direction of a subcommittee of the TRCC has implemented the software with 16 law enforcement agencies and NDOT. It is anticipated at least 18 agencies will be participating by the end of FY 2014. The Administrative Office of the Courts and many justice and municipal courts also have interfaces for citation data through Brazos. Based on successful implementation, the number of participating law enforcement agencies is expected to be at least 20 by the end of FY 2015.

This project also increases flexibility in awarding limited fixed deliverable grants by allowing agencies to apply for traffic records equipment grants.

In addition to the Brazos software implementation, OTS is partnering with NDOT funding a software developer vendor to analyze and make improvements to data collection by the NCATS repository at DPS and the interface with the repository for traffic records data at NDOT.

This project also increases flexibility in awarding limited fixed deliverable grants by allowing agencies to apply for traffic records equipment grants to increase participation in the Brazos system.

Funding for direct costs such as facilities and travel expenses to conduct TRCC meetings to continue the progress of the NCATS Modernization Project and other TR projects is also included in this project.

This project is also supplemented with NDOT funding.

**TS-2015-NVOTS 658-00078—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.

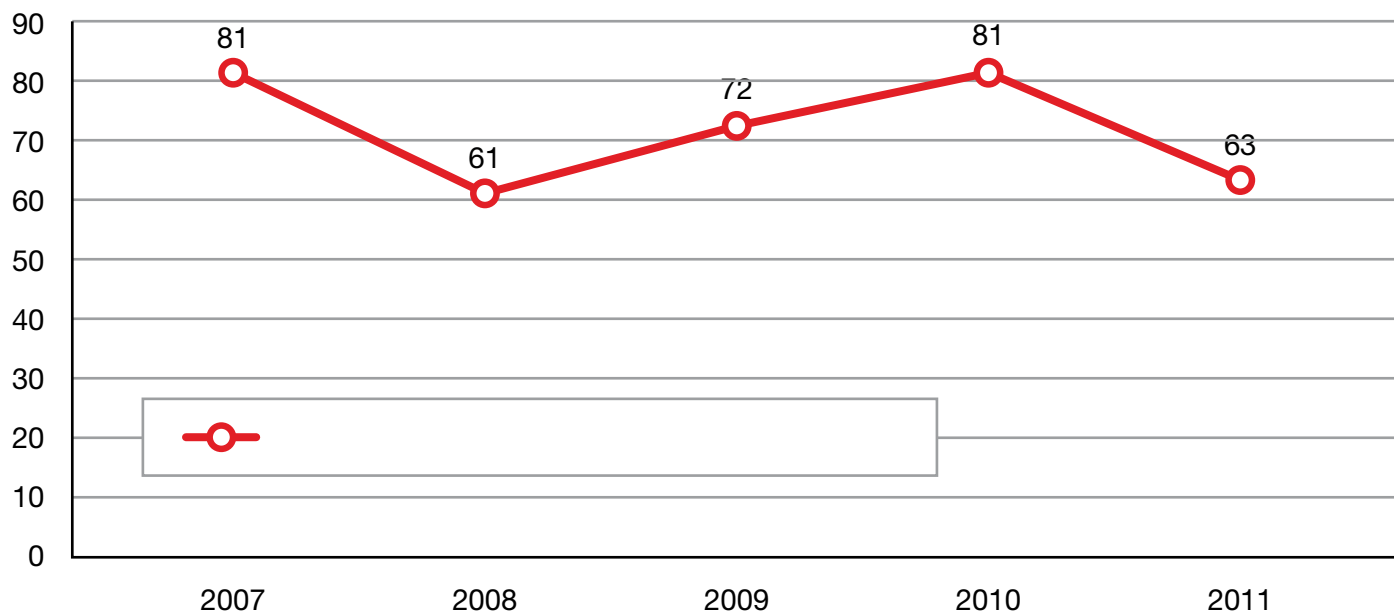
**TS-2015-NVOTS 658-00082—Nevada Office of Traffic Safety—Traffic Records Assessment Funding Source: 402**

MAP-21 requires a Program Assessment within the five years prior to application for Traffic Records funding. Nevada's last Traffic Records Program Assessment was in 2005. Many changes and programs have been implemented and a review of outside experts would benefit the state's TR Program Gaps; Program Purpose; Program Mission; Program Strategies and Program Challenges.

# PERFORMANCE MEASURE 12

## CHILD PASSENGER SAFETY

Children age 0–6 Injuries in Traffic Crashes



### Justification for Performance Target

The trend data provided by the Nevada School of Medicine—Trauma Center indicated that more than 782 child crash victims were brought to trauma centers from 2005 to 2011 for a traffic-related incident (motor vehicle, motorcycle, pedestrian). Serious injuries for this age group for motor vehicle crashes specifically (not motorcycle or pedestrian) numbered 562 children; of those, 20 percent (114) were unrestrained. Of these 562 children who were treated, 79 were seriously injured. The performance target is based on the age group 0 to 6 to coincide with Nevada's primary child restraint law.

### FY 2015 Target

Decrease the number of serious injuries for children between ages 0 and 6 from the three-year average of 72 (2009–2011) by 5 percent, to the 2013–2015 number of 67, by December 31, 2015.

### Problem ID Analysis

*What:* The motor vehicle trauma patients data provided by the Nevada School of Medicine—Trauma Center indicated that more than 562 child crash victims (age 0 to 6) were brought to NV trauma centers from 2005

through 2011. According to these data, child restraint usage declined from 95 in 2005 to 59 in 2008; then it rose to 78 in 2010 and declined to 62 again in 2011.

**Who:** 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:** 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:** Data shows that a majority of Nevada's children age 0–6 were injured in traffic crashes on Friday and over the weekend.

**Why:** 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.

## Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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 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, which should also be referenced for specifics on Nevada's selected strategies.

## Funding Source

See funding source for projects TS-2015-Nye Comm-00024, TS-2015-RWFR-00047, TS-2015-Trauma services-00099, TS- 2015-NVOTS 658-00019, and 00100 on page 79.





## Related Projects

### **TS-2015-Nye Comm-00024—Nye Communities Coalition—Child Passenger Safety**

#### **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 2nd 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-2015-RWFRC-00047—Ron Wood Family Resource Center—Ron Wood Child Car Seat Safety Program**

#### **Funding Source: 405(b)**

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 county areas. For too many families in the Northern Nevada rural regions, child passenger safety seems to not be a priority. Ron Wood is the only fitting station that also travels to its clients in these rural counties.

### **TS-2015-Trauma services-00099—Clark County Safe Kids—Child Safety Seat Inspection Station**

#### **Funding Source: 402**

This project provides a Child Safety Seat Inspection Station in Clark County in partnership with Clark County Fire Department, enabling parents and caregivers to learn how to safely transport children using the appropriate child safety seat or safety belt correctly. The inspection station includes a one-on-one tutorial instruction provided by certified CPS technicians on the proper use and installation of child restraints.

### **TS- 2015-NVOTS 658-00019—Law Enforcement/EMS/FD/Hospital CPS Training**

#### **Funding Source: Cat 10, State Funds**

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.

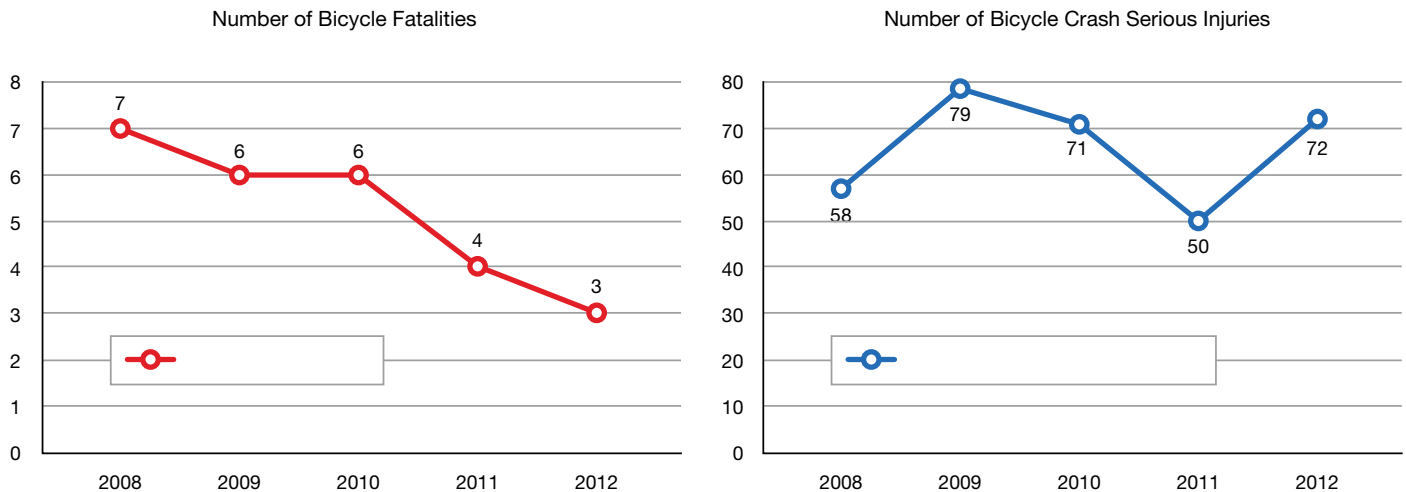
### **TS- 2015-NVOTS 658-00100—State OP/OPC Program**

#### **Funding Source: Cat 10, State Funds**

This project provides the resources needed to manage the state's Child Passenger Safety program. This includes facilitating the needs of the state's CPS Advisory Board. This board meets at least three times a year, with subcommittees that work on education, quality assurance (of curriculum and instructors), best practice, and legislation review. Nevada's child restraint law NRS 484.457B allows an offender to substitute an educational course for half of their fine, if the judge refers them to the program, the Family Vehicle Safety Program. The FVSP course is two hours, with one hour in the classroom, and the other hour outside educating them on how to properly install their child's car seat. Seats are also available to replace outdated or recalled seats of the participants.

# PERFORMANCE MEASURE 13

## BICYCLE SERIOUS INJURIES



### Justification for Performance Target

All states are required to have a bicycle performance measure in their Highway Safety Plan under MAP-21 regulations of the Highway Safety Act of 1966 (surface transportation bill).

### FY 2015 Target

Maintain the level of bicycle fatalities in Nevada at less than 2 percent of the state's overall traffic fatalities.

### Secondary FY 2015 Target

Decrease the number of bicycle crash serious injuries from the 2008–2012 average of 66 by 3 percent, to the 2011–2015 estimate of 64, by December 31, 2015.

### Problem ID Analysis

Bicycle fatalities and serious injuries in Nevada from 2008–2012 were studied in setting the performance target. As they number < 10/year, a five-year target was selected to reduce the impact of variability on evaluation. With an average of five bicycle fatalities per year, any change in fatality numbers will skew the data significantly.

**When:** Wednesday was the most dangerous day for pedal cyclists for the combined 26 fatalities and 330 serious injuries from 2008 to 2012. Saturday was the second-most severe day, with 57 fatalities and serious injuries.

#### Bicycle Fatalities and Serious Injuries by Day of the Week

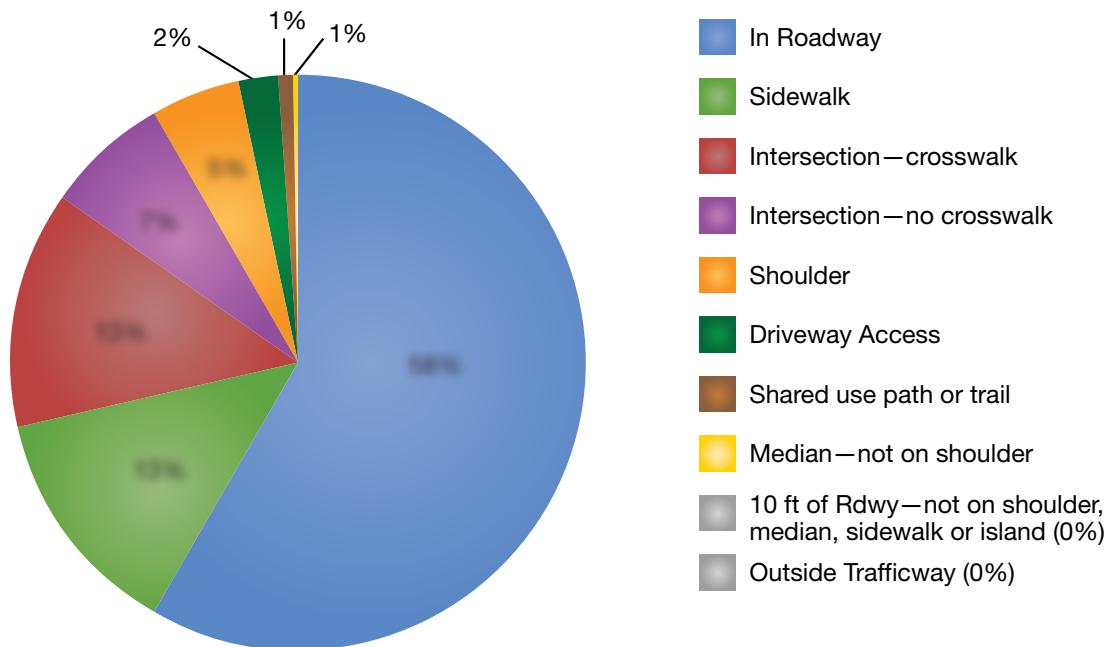
	Serious Injury	Fatality	Total
Monday	46	4	50
Tuesday	46	6	52
Wednesday	56	3	59
Thursday	47	6	53
Friday	51	3	54
Saturday	54	3	57
Sunday	30	1	31

**Who:** Male pedal cyclists are more likely than any other demographic to be fatally wounded or seriously injured in a crash. Both males and females aged 1–15 were more likely to suffer serious or fatal injury. In general, males of any age have a higher likelihood to be a pedal cyclist fatality or suffer a serious injury.

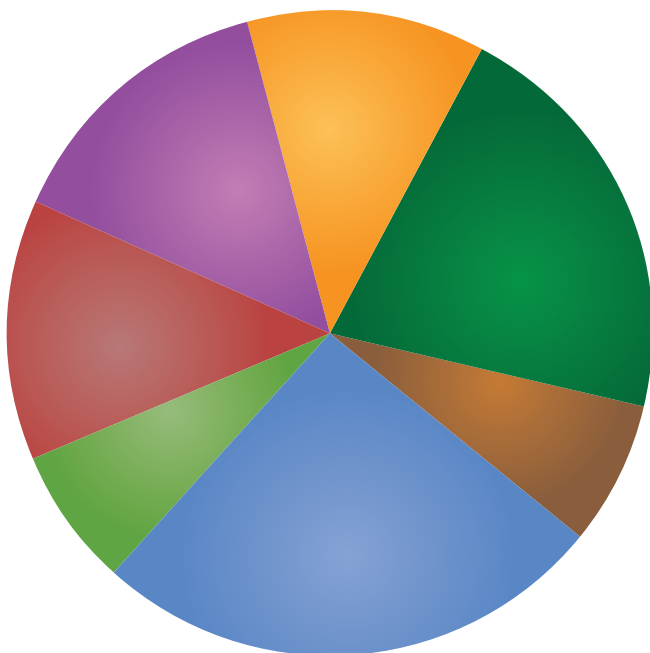
<b>M Serious</b>	285	<b>F Serious</b>	45
<b>M Fatal</b>	21	<b>F Fatal</b>	5



**Where:** From 2008 to 2012, a majority (58 percent) of the pedal cycle fatalities and injuries occurred in the roadway. Pedal cycle fatalities and serious injuries on intersection-marked crosswalks and sidewalks were also substantial (13 percent each).



**Why:** Between 2008 and 2012, the pedal cycle factor contributing most to fatalities and serious injuries was improper roadway crossing. Other significant contributing factors included failure to obey traffic sign/signals, failure to yield right-of-way, and riding on the wrong side of the roadway.



## Countermeasure Strategy

OTS projects are coordinated with the strategies found in Nevada's Strategic Highway Safety Plan ([www.zerofatalitiesnv.com](http://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, which should also be referenced for specifics on Nevada's selected strategies.

## Funding Source

See funding source for project TS-2015-UNLV-00030 on page 79.

## Related Projects

### **TS-2015-UNLV-00030—Board of Regents, Nevada System of Higher Education, obo UNLV—Vulnerable Road Users Project** **Funding Source: 402**

All vulnerable modes of travel have seen a jump in fatalities beginning in 2010 in Clark County: pedestrians, scooters, bicycles, and motorcycles. The Vulnerable Road Users Project will bring together resources to address the safety of the most at-risk road users: the pedestrians. Five percent of this project is also devoted to bicycle safety. Utilizing every resource to inventively reach all road users, this project will measure success by numbers of lives saved and critical injuries reduced.

While it would be beneficial to redesign and rebuild streets, there is a huge price tag attached; and funding is unfortunately one of the most easily remedied of the obstacles. Change and rethinking old problems is hard, which is why the Center for Safety Research at UNLV's Transportation Research Center continues to participate in various committees that encourage safe and complete streets for all road users interacting with the community about the importance of changing the way all of us travel, no matter the mode.

Other strategies include direct education of the most likely alternative road users: children who walk and bike to school and for fun, and adults who walk because they do not own a vehicle and use human power to commute by foot or bike. Pedestrian fatalities rose just over 30 percent in Clark County last year and have risen close to 50 percent in three years. Pedestrians need continual education about the choices they make on where to walk or cross a street—that is, when a safe, reasonable place to cross the street is available.

Another strategy is educating decision makers about the importance of making sure streets are safe not just for cars, by allowing for reasonable distances between places to safely cross the street and adding every countermeasure possible to help drivers see those on bikes or on foot. Bicycle awareness will be added to this project's education and outreach efforts to drivers sharing the road with pedestrians, expanding to include bicycles.

# Nevada Performance Targets

Year	PM 1 Fatalities		PM 2 Injuries		PM 3 Fatalities/ VMT		PM 4 Unrestrained		PM 5 Impaired		PM 6 Speeding	
	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual
2008 5-year average	324	324 390		1558 1757	324	1.56	137 125	100 125	134 123	106	139	93
2009 5-year average	243	243 360		1412 1720	243	1.19	121 115	82 115	123 123	68	116	94
2010 5-year average	257	257 326	1370	1328 1648	257	1.16	96 103	82 103	97 97	69	95	81
2011 5-year average	246	246 289	1289	1219 1489	246	1.02	81 86	83 86	81 81	70	88	76
2012 5-year average	239	258 266	1182	1099 1323	258	1.05	50 73	72 73	46 46	82	57	100
2013 5-year average	231		1147	1196 1250								
2014 5-year average	225		1113									
2014 5-year average	218		1079									

Year	PM 7 Motorcycle		PM 8 Unhelmeted		PM 9 Under 20		PM 10 Pedestrian		PM 11 Traffic Records		PM 12 Child Passenger Safety		PM 13 Bicycle Safety
	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Actual
2008 5-year average		59		15		50	32 55	56		0		61	7
2009 5-year average		42		3		37	29 53	35		0		72	6
2010 5-year average		48		10		23	32 48	36		0		81	6
2011 5-year average		41		5		26	29	46		11		63	4
2012 Est. 5-year average		42		9		35	26	54 46		15		59	3
2013 Est. 5-year average									15	15			
2014 Est. 5-year average									18				
2015 Est. 5-year average									21				



# Funding Sources

Project Number	Budget Source	Project Name	Budget
TS-2015-UNR UNSOM-00021	21	Risk-Taking Behaviors and Vehicular Crashes: Data driven identification of behaviors and intervention	\$140,888.00
TS-2015-NVOTS 658-00085	21	ZTF—Zero Teen Fatalities	\$400,000.00
TS-2015-NVOTS 658-00019	Cat 10	Law Enforcement/EMS/FD/Hospital CPS Training	\$4,999.00
TS-2015-NVOTS 658-00100	Cat 10	State OP/OPC Program	\$10,000.00
TS-2015-NVOTS 658-00086	402, 405(d), 21	Public Communication and Media Plan	\$1,980,000.00
TS-2015-NVOTS 658-00088	402	LEL: Law Enforcement Liaison	\$80,000.00
TS-2015-NVOTS 658-00022	405(b), 402, 154, 21, 405(d)	NV Joining Forces, High-Visibility Enforcement Events	\$1,482,835.00
TS-2015-NVOTS 658-00093	405(d)	Impaired Driving Professional Development—TSRP	\$25,000.00
TS-2015-NVOTS 658-00091	405(d)	Judicial Training—Outreach	\$20,000.00
TS-2015-NVOTS 658-00094	405(d)	CMI Intoxilyzer Software	\$10,000.00
TS-2015-NVOTS 658-00068	405(c), 21	NCATS Modernization (Nevada Citation and Accident Tracking System) and Traffic Records	\$577,358.00

Project Number	Budget Source	Project Name	Budget
TS-2015-NVOTS 658-00064	405(c), 408	Traffic Records Fixed Deliverable Grant Projects	\$238,667.00
TS-2015-NVOTS 658--00062	408	Traffic Records Coordinating Committee (TRCC) meetings	\$15,000.00
TS-2015-NV OTS - 658 00074	402	OTS Professional Development	\$25,000.00
TS-2015-NVOTS 658-079	405(f), 2010	Motorcycle Safety Program	\$96,000.00
TS-2015-NVOTS 658-080	402	Program Management 402: Communications / Pedestrian/ Program Admin. costs for NDOT	\$162,500.00
TS-2015-NVOTS 658-071	21	21 projects: Includes DD/ Lane Departures Program Management OP	\$142,964.00
TS-2015-NVOTS 658-075	405(b)	Program Management OP	\$100,000.00
TS-2015-NVOTS 658-076	405(d)	Program Management AL	\$147,314.00
TS-2015-NVOTS 658-0073	402	Temporary Admin	\$150,000.00
TS-2015-NVOTS 658-077	402	Program Management JF/SE	\$101,800.00
TS-2015-NVOTS 658-078	405(c)	Program Management TR	\$122,500.00
TS-2015-NVOTS 658-072	402, 154	Planning and Admin (P&A)	\$221,300.00
TS-2015-NVOTS 658-087	21	SHSP Awards/TS Summit	\$25,000.00

Project Number	Budget Source	Project Name	Budget
TS-2015-BoR, NSHE, obo UNR-00049	402	2015 Traffic Safety Community Attitudes Survey	\$45,243.00
TS-2015-LVMPD-00023	405(d)	LVMPD DUI VAN	\$92,240.00
TS-2015-WC 2nd Jud Ct-00037	405(d)	FELONY DUI CRT	\$25,000.00
TS-2015-Frontier Comm-00044	405(d)	Frontier Community Imp	\$20,000.00
TS-2015-BoR, NSHE, obo UNR-00048	21	UNR Do the Ride thing	\$46,000.00
TS-2015-Nye Comm-00025	405(d)	Nye Community Coalition Imp	\$24,415.00
TS-2015-Drivers Edge-00090	21	Driver's Edge	\$258,210.00
TS-2015-BoR, NSHE, obo UNR-00039	21	UNR PED SAFETY	\$24,000.00
TS-2015-Nye Comm-00024	402	NYE COMM. CPS	\$29,805.00
TS-2015-RPD-00041	21	Reno PD Pedestrian Safety Program	\$34,012.00
TS-2015-LVJC-00013	405(d)	LV Justice Court	\$87,656.00
TS-2015-Trauma services-00099	402	Clark County Safe Kids	\$20,000.00
TS-2015-NLVPD-00097	21	NLVPD Pedestrian Safety	\$78,860.00
TS-2015-CC District Court-00006	405(d)	Carson City DUI Court	\$50,000.00

Project Number	Budget Source	Project Name	Budget
TS-2015-DAS DUI Diversion-00014	405(d)	Douglas County DUI Diversion	\$31,000.00
TS-2015-DPS NHP-00028	402	DUI ENFORCEMENT SAT PAT	\$200,000.00
TS-2015-UNLV-00030	402	Pedestrian Safety .5% Bike	\$120,000.00
TS-2015-UNLV-00040	402	UNLV Daytime SB Surveys	\$50,000.00
TS-2015-Ad Council-PA-00011	405(d)	NV Attorney Gen Prosecution Imp	\$5,000.00
TS-2015HGhosp-00066	402	Humboldt Gen Hospital Equipment	\$15,492.00
TS-2015-RWFRC-00047	405(b)	Ron Wood FRC CPS Program	\$52,889.00

# Glossary

## ACRONYMS OF THE NEVADA HIGHWAY SAFETY OFFICE

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

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

## OTS PROGRAM AREAS

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



# OTS Funding Glossary:

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

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

State: Nevada

Fiscal Year: 2015

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).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

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

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. 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-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

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

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION****(applies to subrecipients as well as States)****Instructions for Primary Certification**

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](http://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](http://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(h)(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 evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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(c)(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

6/13/2014

Date

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

Printed name of Governor's Representative for Highway Safety



# APPENDIX B

## Highway Safety Plan Cost Summary

Page 1 of 5

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

#### Highway Safety Plan Cost Summary

State: Nevada

Page: 1

Report Date: 06/18/2014

2015-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2015-TS-00-72	TS-2015-NVOTS-658-72 P & A	\$ .00	\$220,000.00	\$ .00	\$220,000.00	\$220,000.00	\$ .00
	PA-2015-TS-00-73	TS-2015-NVOTS-658-73 P & A TEMP	\$ .00	\$25,000.00	\$ .00	\$25,000.00	\$25,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$245,000.00</b>	<b>\$ .00</b>	<b>\$245,000.00</b>	<b>\$245,000.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2015-TS-00-28	TS-2015-DPS-NHP-28 SATURATION PATROL ENF	\$ .00	\$50,000.00	\$ .00	\$200,000.00	\$200,000.00	\$200,000.00
	AL-2015-TS-00-49	TS-2015-BoR,NSHE, obo UNR-49 ATTITUDE SU	\$ .00	\$11,310.75	\$ .00	\$45,243.00	\$45,243.00	\$ .00
	AL-2015-TS-00-73	TS-2015-NVOTS-658-73 PM-TEMP	\$ .00	\$31,250.00	\$ .00	\$125,000.00	\$125,000.00	\$ .00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$92,560.75</b>	<b>\$ .00</b>	<b>\$370,243.00</b>	<b>\$370,243.00</b>	<b>\$200,000.00</b>
<b>Emergency Medical Services</b>								
	EM-2015-TS-00-66	TS-2015-H G HOSP-66 EQUIP HUMBOLDT GEN H	\$ .00	\$3,873.00	\$ .00	\$15,492.00	\$15,492.00	\$15,492.00
	<b>Emergency Medical Services Total</b>		<b>\$ .00</b>	<b>\$3,873.00</b>	<b>\$ .00</b>	<b>\$15,492.00</b>	<b>\$15,492.00</b>	<b>\$15,492.00</b>
<b>Occupant Protection</b>								
	OP-2015-TS-00-24	TS-2015-NYE COMM-24 CPS-NYE COALITION	\$ .00	\$7,451.25	\$ .00	\$29,805.00	\$29,805.00	\$29,805.00
	OP-2015-TS-00-40	TS-2015-UNLV-40 DAYTIME SB SURVEY	\$ .00	\$12,500.00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
	OP-2015-TS-00-74	TS-2015-NVOTS-658-74 PROF DEVELOPMENT	\$ .00	\$6,250.00	\$ .00	\$25,000.00	\$25,000.00	\$ .00
	OP-2015-TS-00-86	TS-2015-NVOTS 658-86 MEDIA	\$ .00	\$50,000.00	\$ .00	\$200,000.00	\$200,000.00	\$ .00
	OP-2015-TS-00-99	TS-2015-CCSK-TRAUMA SERVS-99 CCO SAFE KI	\$ .00	\$5,000.00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$81,201.25</b>	<b>\$ .00</b>	<b>\$324,805.00</b>	<b>\$324,805.00</b>	<b>\$49,805.00</b>
<b>Pedestrian / Bicycle Safety</b>								
	PS-2015-TS-00-22	TS-2015-NVOTS-658-22 PED JF ENF	\$ .00	\$75,000.00	\$ .00	\$300,000.00	\$300,000.00	\$300,000.00
	PS-2015-TS-00-30	TS-2015-UNLV-30 PED/BIKE (5%) SAFETY	\$ .00	\$30,000.00	\$ .00	\$120,000.00	\$120,000.00	\$108,000.00

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6/18/2014



Highway Safety Plan Cost Summary

Page 2 of 5

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

Highway Safety Plan Cost Summary

State: Nevada

Page: 2  
Report Date: 06/18/2014

2015-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Pedestrian/Bicycle Safety	PS-2015-TS-00-80	TS-2015-NVOTS-658-80 PM-PEO/DD/MEDIA	\$ .00	\$40,625.00	\$ .00	\$162,500.00	\$162,500.00	\$ .00
	Total		\$ .00	\$145,625.00	\$ .00	\$582,500.00	\$582,500.00	\$408,000.00
Traffic Records								
Traffic Records	TR-2015-TS-00-82	TS-2015-NVOTS-658-82 TR ASSESSMENT	\$ .00	\$8,750.00	\$ .00	\$35,000.00	\$35,000.00	\$ .00
	Total		\$ .00	\$8,750.00	\$ .00	\$35,000.00	\$35,000.00	\$ .00
Speed Management								
Speed Management	SC-2015-TS-00-77	TS-2015-NVOTS-658-77 PM- SC JF	\$ .00	\$25,450.00	\$ .00	\$101,800.00	\$101,800.00	\$ .00
	SC-2015-TS-00-88	TS-2015-NVOTS-658-88 LEL	\$ .00	\$20,000.00	\$ .00	\$80,000.00	\$80,000.00	\$ .00
Total			\$ .00	\$45,450.00	\$ .00	\$181,800.00	\$181,800.00	\$ .00
Speed Enforcement								
Speed Enforcement	SE-2015-TS-00-22	TS-2015-NVOTS-658-22 SPEED JF ENF	\$ .00	\$62,500.00	\$ .00	\$250,000.00	\$250,000.00	\$250,000.00
	SE-2015-TS-02-2A	TS-2015-NVOTS-658-22A JF CONF, INCENTIVE	\$ .00	\$6,250.00	\$ .00	\$25,000.00	\$25,000.00	\$10,000.00
Total			\$ .00	\$68,750.00	\$ .00	\$275,000.00	\$275,000.00	\$260,000.00
NHTSA 402 Total								
\$ .00 \$2,029,840.00 \$2,029,840.00 \$933,297.00								
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
408 Data Program Incentive	K9-2015-TS-00-62	TS-2015-NVOTS-658-62 TRCC COMMITTEE	\$ .00	\$3,750.00	\$ .00	\$15,000.00	\$15,000.00	\$ .00
	K9-2015-TS-00-64	TS-2015-NVOTS-658-64 TR FIXED DELIVERABLE	\$ .00	\$36,925.00	\$ .00	\$147,700.00	\$147,700.00	\$ .00
Total			\$ .00	\$40,675.00	\$ .00	\$162,700.00	\$162,700.00	\$ .00
408 Data Program SAFETEA-LU Total								
Total			\$ .00	\$40,675.00	\$ .00	\$162,700.00	\$162,700.00	\$ .00
2010 Motorcycle Safety								
2010 Motorcycle Safety Incentive								
2010 Motorcycle Safety Incentive	K6-2015-TS-00-79	TS-2015-NVOTS-658-79 PM-TRNG, EQUIP	\$ .00	\$ .00	\$ .00	\$70,000.00	\$70,000.00	\$ .00
	Total		\$ .00	\$ .00	\$ .00	\$70,000.00	\$70,000.00	\$ .00

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6/18/2014

## Highway Safety Plan Cost Summary

Page 3 of 5

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

State: Nevada

## Highway Safety Plan Cost Summary

Page: 3

Report Date: 06/18/2014

2015-HSP-1

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre./ (Decre)	Current Balance	Share to Local
2010 Motorcycle Safety Total								
154 Transfer Funds								
154 Planning and Administration								
	154PA-2015-TS-00-72	TS-2015-NVOTS-658-72 P & A - 154	\$0.00	\$1,300.00	\$0.00	\$1,300.00	\$1,300.00	\$0.00
	154 Planning and Administration Total		\$0.00	\$1,300.00	\$0.00	\$1,300.00	\$1,300.00	\$0.00
154 Alcohol								
	154AL-2015-TS-00-22	TS-2015-NVOTS-658-22 154 JF IMPROD ENF	\$0.00	\$3,480.00	\$0.00	\$8,700.00	\$8,700.00	\$8,700.00
	154 Alcohol Total		\$0.00	\$3,480.00	\$0.00	\$8,700.00	\$8,700.00	\$8,700.00
154 Transfer Funds Total								
MAP 21 405b OP High								
405b High HVE								
	M1HYE-2015-TS-00-22	TS-2015-NVOTS-658-22 OP JF ENF	\$0.00	\$45,000.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00
	405b High HVE Total		\$0.00	\$45,000.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00
405b High Community CPS Services								
	M1CPS-2015-TS-00-47	TS-2015-RWERC-47 RON WOOD FRC CPS	\$0.00	\$13,222.25	\$0.00	\$52,889.00	\$52,889.00	\$0.00
	405b High Community CPS Services Total		\$0.00	\$13,222.25	\$0.00	\$52,889.00	\$52,889.00	\$0.00
405b OP High								
	M1X-2015-TS-00-75	TS-2015-NVOTS-658-75 PROGRAM MGMT Op	\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	405b OP High Total		\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
MAP 21 405b OP High Total								
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2015-TS-00-64	TS-2015-NVOTS-658-64 FIXED DELIVERABLES	\$0.00	\$22,741.75	\$0.00	\$90,967.00	\$90,967.00	\$0.00
	M3DA-2015-TS-00-68	TS-2015-NVOTS-658-68 NCATS MOD	\$0.00	\$94,339.50	\$0.00	\$377,358.00	\$377,358.00	\$0.00

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6/18/2014

Highway Safety Plan Cost Summary

Page 4 of 5

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

Highway Safety Plan Cost Summary

State: Nevada

Page: 4

2015-HSP-1

Report Date: 06/18/2014

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr./ (Decr.)	Current Balance	Share to Local
M3DA-2015-TS-00-78		TS-2015-NVOTS-658-78 PM - 405C TR	\$ .00	\$30,625.00	\$ .00	\$122,500.00	\$122,500.00	\$ .00
405c Data Program Total			\$ .00	\$147,706.25	\$ .00	\$590,825.00	\$590,825.00	\$ .00
MAP 21 405c Data Program Total			\$ .00	\$147,706.25	\$ .00	\$590,825.00	\$590,825.00	\$ .00
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
MSHVE-2015-TS-00-22		TS-2015-NVOTS-658-22 IMPRD JF ENF	\$ .00	\$86,033.75	\$ .00	\$344,135.00	\$344,135.00	\$ .00
MSHVE-2015-TS-00-23		TS-2015-LVMPD-23 DUI VAN	\$ .00	\$23,060.00	\$ .00	\$92,240.00	\$92,240.00	\$ .00
405d Mid HVE Total			\$ .00	\$109,093.75	\$ .00	\$436,375.00	\$436,375.00	\$ .00
405d Mid ID Coordinator								
MSIDC-2015-TS-00-76		TS-2015-NVOTS-658-76 PM-405D AL	\$ .00	\$36,828.50	\$ .00	\$147,314.00	\$147,314.00	\$ .00
405d Mid ID Coordinator Total			\$ .00	\$36,828.50	\$ .00	\$147,314.00	\$147,314.00	\$ .00
405d Mid Court Support								
MSCS-2015-TS-00-06		TS-2015-CC DISTRICT COURT-06 DUI CT	\$ .00	\$12,500.00	\$ .00	\$50,000.00	\$50,000.00	\$ .00
MSCS-2015-TS-00-13		TS-2015-LVJC-13 LV JUSTICE CRT	\$ .00	\$21,914.00	\$ .00	\$87,656.00	\$87,656.00	\$ .00
MSCS-2015-TS-00-14		TS-2015-DAS DUI DIVERSION-14 ALT SENTENC	\$ .00	\$7,750.00	\$ .00	\$31,000.00	\$31,000.00	\$ .00
MSCS-2015-TS-00-37		TS-2015-WC 2ND Jud Ct-37 FELONY DUI COUR	\$ .00	\$6,250.00	\$ .00	\$25,000.00	\$25,000.00	\$ .00
405d Mid Court Support Total			\$ .00	\$48,414.00	\$ .00	\$193,656.00	\$193,656.00	\$ .00
405d Mid Paid/Earned Media								
MSPEM-2015-TS-00-86		TS-2015-NVOTS-658-086 MEDIA	\$ .00	\$75,000.00	\$ .00	\$300,000.00	\$300,000.00	\$ .00
405d Mid Paid/Earned Media Total			\$ .00	\$75,000.00	\$ .00	\$300,000.00	\$300,000.00	\$ .00
405d Mid Training								
MSTR-2015-TS-00-11		TS-2015-AD COUNCIL-PA-11 NV AG PROSECUTI	\$ .00	\$1,250.00	\$ .00	\$5,000.00	\$5,000.00	\$ .00
MSTR-2015-TS-00-25		TS-2015-NYE COMM-25 COALITION IMPAIRED	\$ .00	\$6,103.75	\$ .00	\$24,415.00	\$24,415.00	\$ .00
MSTR-2015-TS-00-44		TS-2015-FRONTIER COMM-44 Impaired	\$ .00	\$5,000.00	\$ .00	\$20,000.00	\$20,000.00	\$ .00

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6/18/2014

Highway Safety Plan Cost Summary

Page 5 of 5

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

Highway Safety Plan Cost Summary

State: Nevada

Page: 5

2015-HSP-1

Report Date: 06/18/2014

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	MSTR-2015-TS-00-91	TS-2015-NVOTS-658-91 JUDICIAL TRNG/OUTRE	\$0.00	\$5,000.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	MSTR-2015-TS-00-93	TS-2015-NVOTS-658-93 IMPROD PROF DEV-TSRP	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00
	<b>405d Mid Training Total</b>		<b>\$0.00</b>	<b>\$23,603.75</b>	<b>\$0.00</b>	<b>\$94,415.00</b>	<b>\$94,415.00</b>	<b>\$0.00</b>
	<b>405d Impaired Driving Mid</b>							
	MSX-2015-TS-00-94	NVOTS-658-94 CMI INTOXLYZR MAINT	\$0.00	\$2,500.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	MSX-2015-TS-02-2A	TS-2015-NVOTS-658-22A JF CONF, INCENTIVE	\$0.00	\$9,250.00	\$0.00	\$37,000.00	\$37,000.00	\$0.00
	<b>405d Impaired Driving Mid Total</b>		<b>\$0.00</b>	<b>\$11,750.00</b>	<b>\$0.00</b>	<b>\$47,000.00</b>	<b>\$47,000.00</b>	<b>\$0.00</b>
	<b>MAP 21 405d Impaired Driving Mid Total</b>		<b>\$0.00</b>	<b>\$304,690.00</b>	<b>\$0.00</b>	<b>\$1,218,760.00</b>	<b>\$1,218,760.00</b>	<b>\$0.00</b>
	<b>MAP 21 405f Motorcycle Programs</b>							
	<b>405f Motorcycle Programs</b>							
	M9X-2015-TS-00-79	TS-2015-NVOTS-658-79 MC SAFETY PROGRAM	\$0.00	\$6,500.00	\$0.00	\$26,000.00	\$26,000.00	\$0.00
	<b>405f Motorcycle Programs Total</b>		<b>\$0.00</b>	<b>\$6,500.00</b>	<b>\$0.00</b>	<b>\$26,000.00</b>	<b>\$26,000.00</b>	<b>\$0.00</b>
	<b>MAP 21 405f Motorcycle Programs Total</b>		<b>\$0.00</b>	<b>\$6,500.00</b>	<b>\$0.00</b>	<b>\$26,000.00</b>	<b>\$26,000.00</b>	<b>\$0.00</b>
	<b>NHTSA Total</b>		<b>\$0.00</b>	<b>\$1,278,783.50</b>	<b>\$0.00</b>	<b>\$4,441,014.00</b>	<b>\$4,441,014.00</b>	<b>\$941,997.00</b>
	<b>Total</b>		<b>\$0.00</b>	<b>\$1,278,783.50</b>	<b>\$0.00</b>	<b>\$4,441,014.00</b>	<b>\$4,441,014.00</b>	<b>\$941,997.00</b>

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6/18/2014

# APPENDIX D

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

State: Nevada

Fiscal Year: 2,015

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

6/13/2014

Date

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

Printed name of Governor's Representative for Highway Safety

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

State: Nevada Fiscal Year: 2,015

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

6/13/2014  
\_\_\_\_\_  
Date

James M. Wright, Director, Department of Public Safety - GR  
\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety



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**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.

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☒ **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\_FY15\_405b\_Exh\_1.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # NV\_FY15\_405b\_Exh\_2.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # NV\_FY15\_405b\_Exh\_3; NV\_FY15\_405b\_Exh\_3a.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # NV\_FY15\_405b\_Exh\_4; NV\_FY15-405b\_Exh\_4a.

**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\_FY15\_405c\_Exh\_1\_TRCC Charter or submitted electronically through the TRIPRS database on 6/20/2014.
- 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\_FY15\_405c\_Exh\_2\_TRCC meet; NV\_FY15-405c\_Exh\_5\_Progress or submitted electronically through the TRIPRS database on 6/20/2014.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # NV\_FY15\_405c\_Exh\_3\_TRCC Member or submitted electronically through the TRIPRS database on 6/20/2014.
- 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\_FY15-405c\_Exh\_4\_Strat Plan or submitted electronically through the TRIPRS database on 6/20/2014.
- [*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\_FY15-405c\_Exh\_4\_Strat Plan.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 4/10/2010.

☒ **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-FY15\_405d\_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 # \_\_\_\_\_.

**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\_FY15\_405f\_Exh\_1\_Authority.
- 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\_FY15\_405f\_Exh\_2\_train curriculum.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # NV\_FY15\_405f\_Exh\_3 Nevada Course Locations, NV\_FY15\_405f\_Exh\_7 Training by County, NV\_FY15\_405f\_Exh\_6; NV\_FY15\_405f\_Exh\_19;
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # NV\_FY15\_405f\_Exh\_4\_Instr Qual.
- 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\_FY15\_405f\_Exh\_5\_Qual Assurance.

☒ **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\_Authority.
- 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\_Gov Rep Cert.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # NV\_FY15\_405f\_Exh\_19; NV\_FY15\_405f\_Exh\_20; NV\_FY15\_405f\_Exh\_10; NV\_FY15\_405f\_Exh\_11.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # NV-FY15\_405f\_Exh\_12 Collaboration.
- Copy of the State strategic communications plan is provided as HSP attachment # NV\_FY15\_405f\_Exh\_9 Media Campaign.

☐ **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):**

**AND**

- The State's law appropriating funds for FY \_\_\_\_ 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):**

☐ 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 #  
NV\_FY15\_405f\_Exh\_21 Data State MC Fees; NV\_FY15\_Exh\_8 10 Yr. Fiscal

☐ **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 # \_\_\_\_\_.



Nevada HSP 2015  
National Priority Program

405(b)

NV\_FY15\_405b\_Exh\_1

NV\_FY15\_405b\_Exh\_2

NV\_FY15\_405b\_Exh\_3

NV\_FY15\_405b\_Exh\_3a

NV\_FY15\_405b\_Exh\_4

NV\_FY15\_405b\_Exh\_4a

## EXHIBIT 1\_OP\_NV\_CIOT

### PARTICIPATION IN CLICK-IT-OR-TICKET NATIONAL MOBILIZATION

Nevada will participate in the 2015 *Click It or Ticket* national mobilization. The State intends to continue this program's success by maintaining the CIOT program element of high-visibility safety belt enforcement. This enforcement effort will include all of the following elements:

**Intensified enforcement** activities will be conducted spanning the period of May 18 through May 31, 2015 and will involve participation of law enforcement agencies serving over 95 percent of the State's population. Mobilization activities will be data driven and based on information regarding: 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 day that crashes occur, as well as other pertinent data such as types of vehicles involved, driver ages, 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 and arrests made. Once the events are completed, all respective mobilization information will be reported to NHTSA.

The 2015 Joining Forces program will fund 24 law enforcement agencies representing over 95% of the state's population, including the following:

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

The 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 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 period will be conducted. Earned media will also span the week before the campaign and the 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 4 thru June 11, 2015. These may include a press conference, crash victim survivor testimonials or other such rallies to get the message out to the public.

**Paid media** campaign will be conducted from May 11 through May 25, 2015 featuring broadcast advertisements delivering the *Click It or Ticket* message as its primary message.

## EXHIBIT 2\_OP\_NV\_OP\_PLAN

### OCCUPANT PROTECTION PLAN

Nevada's 2015 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 2015 Occupant Protection Plan.

During 2015, 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 2015 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.

The Nevada OTS is hosting a NHTSA Assessment of its Occupant Protection Program the week of July 20-25, 2014. The last Occupant Protection Assessment conducted for Nevada by NHTSA was in 2004. Priority and other recommendations that come out this report will greatly benefit OTS in determining future direction for its state Occupant Protection Plan.

#### 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 six 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. It has to be noted that sustained seat belt day and night time enforcement has become difficult in recent years due to shrinking budgets and competition with other traffic enforcement campaigns. 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 2014 Click It or Ticket campaign was one of three mandatory events for the Joining Forces program with a secondary CIOT enforcement campaign in November 2013. Twenty of Nevada's law enforcement agencies participated in this campaign serving well over 95% of the state's population. The November 2013 enforcement campaign alone yielded 4,865 traffic related citations and arrests, which included 393 seat belt citations, 26 child passenger citations, 10 felonies and 21 DUI arrests. Law enforcement personnel worked 2,602 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 (1,646).

Nevada will participate in the 2015 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 2013 *Click it or Ticket* mobilization and utilized national paid media for May 2014 *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 2015, 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 (formerly Child Passenger Safety Task Force) will continue to play a significant role in changing Nevada's CPS landscape. Currently, CPS AB consists of eighteen 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, dependant on the 1<sup>st</sup>, 2<sup>nd</sup>, 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 2015 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 2013, 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 2015. Hispanics represent about 30% 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 continue to demonstrate that 16-20 and 35-54 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 2015 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 2015 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 2015.

Actual Performance: The observed safety belt use rate in 2013 was 94.8%, 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	2006	2007	2008	2009	2010	2011	2012	2013
Safety belt use rate	91.2	92.0	91.2	91.0	93.1	94.1	90.5	94.8

The 2015 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 2008-2012 average of 73 by three percent, to the projected 2011-2015 average of 70 by December 31, 2015.

Actual Performance: The preliminary 2012 data indicate 73 unrestrained fatalities in Nevada.

Unrestrained Serious Injuries Rates: 123 unrestrained serious injuries were reported in 2011, representing 16.8% of the 731 vehicle occupant serious injuries statewide. 2012 trauma data is not yet available.

Unrestrained Fatality Rates: 47% percent of Nevada's motor vehicle fatalities in 2012 year were unrestrained.

### Child Safety Seat Use Data



## Performance Measure #12: Nevada Children Ages 0-6 Serious Injuries in Traffic Crashes

**Target:** decrease number of seriously injured children between ages 0-6 from the three year average of 72 (2009-2011) by 5%, to the 2015-2015 number of 67 by December 31, 2015.

The motor vehicle trauma patient data provided by the Nevada School of Medicine, Trauma Center indicated that more than 562 child crash victims (ages 0-6) were brought to NV Trauma Centers from 2005 through 2011. According to these data child restraint usage declined from 95 in 2005 to 59 in 2008; then it rose to 78 in 2010 and declined to 62 in 2011.

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 2005-2011 most traffic related injuries were sustained by children of 2 and 6 years of age.

Trauma data for Northern Nevada indicate no significant changes in non-restrained injuries between 2005 (4 injuries) and 2011 (3 injuries). The same data for Southern Nevada demonstrate a decline from 22 to 8 unrestrained injuries from 2005 through 2008 respectively; increase in 2010 to 11 injuries and decline to 7 injuries in 2010. The overall number of children injured in car accidents declined from 2005 to 2009 and rose in 2010.

Data show that a majority of Nevada's children ages 0-6 were injured in traffic crashes on a Friday, and over the weekend.

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 2% of these inspected seats having been installed correctly in 2012. 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 2012 the Office of Traffic Safety donated over 327 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 2012, 42.8% of all 152 occupant fatalities and 16.8% of all 731 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 and on weekends. The majority of unbelted fatalities occurred on rural arterials, followed by rural interstates and minor urban arterials.

The Nevada Center for Traffic Safety Research at the University of Nevada, School of Medicine (UNSOM) will continue development of a workable process for linking and analyzing statewide crash and medical outcomes data. Statewide analysis of traffic crashes, serious injuries and other pertinent information were instrumental in providing legislative testimony, 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 records related to motor vehicle crashes resulting in serious injuries. UNSOM data indicate that during 2005-2010, 12,734 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 2013 self-reported attitudinal, awareness and behavioral survey regarding seat belt use revealed that the vast majority of Nevadans (92.1%) *always* used safety belts when driving or riding in a car, van, sport utility vehicle, or pick up, another 5.0% 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.

*\*Plan reviewed/updated June 2014\**

## 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 31 fitting stations in Nevada, while 16 stations are located in rural counties providing education and addressing needs of parents and caregivers to all demographics of these communities. Additionally, most of the fitting stations have bi-lingual certified CPS technicians to serve Hispanic or Latino population in these counties. The child restraint inspection stations service the majority of State's population – 98.8% and are distributed as shown in the table below. This existing active network of 31 stations serves all segments of population including underserved segments such as tribal, rural and Spanish speaking communities. As of June 2014, there are 181 CPS certified technicians in Nevada. Each station has at least one CPS certified technician who is available during official posted hours to assist the public.

### Population and Child Restraint Inspection Stations

County	Population (Census estimates for 2012)	White (%)	Black (%)	American Indians (%)	Hispanic or Latino (%)	CPS Fitting Stations	CPS Techs
Churchill	24,341	85.7	2.1	5.0	12.8	1	10
Clark	1,997,659	73.2	11.3	1.2	29.8	12	76
Douglas	47,016	92.1	0.9	2.1	11.5	1	7
Elko	50,954	89.2	1.3	6.0	23.5	3	4
Esmeralda	763	91.1	0.4	5.2	18.3	0	0
Eureka	2,003	92.9	0.8	3.0	12.6	0	0
Humboldt	17,074	90.6	1.1	4.8	25.0	1	6
Lander	5,907	91.4	1.0	5.3	22.2	0	0
Lincoln	5,357	92.7	2.9	1.3	6.9	0	0
Lyon	51,264	90.4	1.4	3.1	15.4	5	13
Mineral	4,694	73.3	4.5	16.4	9.8	0	0
Nye	42,914	90.2	2.6	1.9	14.0	1	10
Pershing	6,767	88.1	4.1	4.1	22.8	1	0
Storey	3,939	92.4	1.3	1.9	6.7	0	0
Washoe	429,079	85.9	2.6	2.1	23.0	5	46
White Pine	10,007	87.8	4.3	4.4	14.0	0	2
Carson City	54,616	89.9	2.4	2.7	22.5	1	7



## EXHIBIT 3a\_OP\_NV\_CRS\_STATIONS

### Nevada Inspection Stations (June 2014)

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

Monday - Thursday, 8:00 am - 4:30 pm; Friday, 8:00 am - 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 speaking assistance available.

Family Resource Centers of Northeastern Nevada  
331 7th Street  
Elko, NV 89801

8:00 am - 4:00 pm

775-753-7352  
775-738-9420

Contact: Cindi Canaday  
Alternate Contact: Maria Barajas at 775-738-9420. English/Spanish speaking assistance available.

Banner Churchill Hospital  
801 E Williams Ave  
Fallon, NV 89406

8 a.m. - 5 p.m. Monday - Sunday (after hours if needed)  
775-867-7917  
775-867-7911

Contact: Steve Tafoya  
English/Spanish Call for appointment

North Lyon County Fire Protection District  
195 East Main Street  
Fernley, NV 89408

Call for an 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. Monday - Friday 9:00 am - 4:30 pm.  
702-568-9601

Contact: Jen Findlay

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

Call for an appointment.  
702-616-4901

Go to Barbara Greenspun Womens Care Center of Excellence, Suite 330

AAA  
1000 N Green Valley Pkwy  
Suite 620  
Henderson, NV 89074

By appointment only  
702-727-2810

Contact: Maribel Acevdeo

Family Resource Center

1120 Shadow Ln  
Las Vegas, NV 89102

By appointment 8-4:30 M-F  
702-383-2229

Lisa Pacheco, RN or Toricellas Begay

East Valley Family Services

1800 E. Sahara  
Suite 111  
Las Vegas, NV 89104

Call for appointment  
702-696-1554  
702-733-7144

Contact: Jamie Perez-Cruz

Summerlin Hospital

657 N. Town Center Drive  
Las Vegas, NV 89114

10:00 am - 12:00 pm No appointment necessary  
702-233-7103

For Car Seat Check event, call 702-233-7103.

Desert Volkswagen

6375 West Sahara Avenue  
Las Vegas, NV 89146

Call for appointment  
702-942-4000  
702-336-3473

Contact: Matthew Macguire  
Additional contacts: Matthew Norton, Kaipo Kaae



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

Friday, 8:00 am -11:30 am  
702-731-8666

Contact: Jeanne Cosgrove  
English/Spanish assistance available. Technicians are Special Needs certified.

University of Nevada Cooperative Extension  
1897 N. Moapa Valley Boulevard  
Logandale, NV 89021

By appointment only  
702-397-2604, Ext. 3

Contact: Certified Passenger Safety Technician Penny Blair  
English/Spanish speaking assistance available.

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

775-273-5111

Contact: Sheila Reitz

University of Nevada Cooperative Extension  
355 W. Mesquite Boulevard  
B-50  
Mesquite, NV 89027

By appointment only  
702-346-7215, Ext. 3

Contact: Penny Blair  
English/Spanish assistance available.

Salvation Army  
355 W. Mesquite Boulevard  
B-50  
Mesquite, NV 89027

Monday - Friday  
702-345-5116

Contact: Roberta Franco

Douglas County Sheriffs Office  
625 8th Street  
Minden, NV 89423

By Appointment  
775-782-9945

Contact: Kim O Hare  
Alternate Contact: Robbie Thorson.

Olive Crest Family Resource Center, Family to Family Connection  
3825 W Cheyenne Ave  
North Las Vegas, NV 89032

Call for an appointment  
702-685-3459

Go to Suite 604

Nye Communities Coalition  
1020 W Wilson Rd  
Pahrump, NV 89048

775 727 9970 x228  
775 537 2323 x228

Contact: Stacy Smith

Northern Nevada Fitting Station  
595 Bell Street  
Reno, NV 89503

Monday-Friday 8:00 - 5:00; Spanish-speaking assistance on Monday and Tuesday afternoons.  
775-815-0981

Contact: John Carl - Special Needs Certified

Nuturing Nest  
5301 Longley Ln  
Reno, NV 89511

775-825-0800

Contact: Rachel Ching  
Cert ID: T688125

AAA  
6795 S Virginia St  
Reno, NV 89511

(775) 326-2012

Contact: Melissa Mansfield

Canyon Elementary School  
1492 E. 1240 S.  
Spanish Fork, NV 84660

5:30 pm - 7:30 pm

SEATS: Safety Education and Training Services  
Sparks, NV 89434

Call for an appointment.  
775-690-0700

Contact: Marci Burke

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 Boulevard  
West Wendover, NV 89883

Call for appointment.  
775-664-2274 (KISS)

Contact: Gary Corona

Humboldt General Hospital  
118 E. Haskell Street  
Winnemucca, NV 89445

Call for an appointment.  
775-623-5222, X-263

Contact: AED Program Manager 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 Ln  
Yerington, NV 89447

(775) 463-7705  
Contact: Evelyn Dryer

## 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 that they can continue to educate the public concerning all aspects of the use of child restraints and occupant protection. To retain its cadre of certified Child Passenger Safety Technicians and Instructors (181 statewide in 2014), 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 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 in rural locations). 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 event located in the State are staffed with at least one CPS certified technician during official posted hours, Nevada added 116 new certified or re-certified CPS technicians during FFY 2014. 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 information and training 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 2015, 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 toward bi-lingual people, counties with a low level of certified technicians and other identified underserved populations.

Currently, Safe Kids coalitions are located in Clark and Washoe counties that cover a majority of the state's population. These groups provide CPS information to the public through personal contact with parents at child safety seat check-up events, health fairs, and personal appointments. During 2015, Nevada's Safe Kids coalitions will continue to offer the Nationally Standardized Child Passenger Safety (CPS) Technician Training, re-certification and CEU's training on their schedules which historically include 3-5 CPS certification courses on a yearly basis.

\*Reviewed/updated June 2014\*

Sheet1

**EXHIBIT 4a\_OP\_NV\_CPS\_TECHS**

Nevada CPS Certified Technicians (June 2014)

First Name	Last Name	County	Work Phone	Email Address	Certification Number
Maribel	Acevedo	Clark	702-727-2810	Maribel.Acevedo@goAAA.com	T710368
Bill	Addington	Douglas	775-782-9922	waddington@co.douglas.nv.us	T694085
Debbie	Aitken	Humboldt	775-623-5222	aed@hghospital.ws	T660196
Tiffany	Alexander	Clark	702-486-4100	tallexander@dps.state.nv.us	T725348
Tomoka	Anderson	Clark	702-383-3949	tomoka.anderson@umcsn.com	T709849
Aima Rose	Angeles	Clark	702-383-2092	alma.angeles@umcsn.com	I640781
Maria Lilibeth	Atienza-Remojo	Clark	702-383-3939	MariaLilibeth.Atienza-Remojo@umcsn.com	T710443
Carlos	Avalos	Clark	702-415-2245	Carlos.Avalos@goaaa.com	T725836
DANIEL	BABIARZ	Churchill	775-423-2111	dbabiarz@ci.fallon.nv.us	T709243
JACQUELYNE	BABIARZ	Churchill	775-867-7911	jacquelyne.babiarz@bannerhealth.com	T709264
Wesley	Barrett	Nye	775-727-9970	Wes@nyecc.org	T725336
Toricellas	Begay	Clark	702-383-2229	toricellas.begay@umcsn.com	T708415
Judith	Bickett	Washoe	775-771-9175	bickett.family@sbcglobal.net	T571035
Penny	Blair	Clark	702-397-2604	blair_penny@yahoo.com	T035381
Terrance	Bolden	Clark	702-799-7830	tabolden@interact.ccsd.net	T710717
Charles	Bowman	Lyon	775-246-6209	cbowman@centralfire.org	T665989
Andrew	Brick	Clark	702-982-4100	AndrewDBrick@gmail.com	T700317
Patricia	Brick	Clark	702-308-5128	patriciajbrick@gmail.com	T709831
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	childsafety@carson-family.org	T666766
Marci	Burke	Washoe	775-626-1604	m-burke@charter.net	I001235
Sharlie	Burleigh	Nye	775-513-7551	sharnarr9309@yahoo.com	T710089
Lance	Cardines	Clark	702-383-3939	Lance.Cardines@umcsn.com	T710776
John	Carl	Washoe	775-813-7611	jcarl@Remsa-cf.com	I2031
Henry	Centuolo	Clark	702-633-1017x5032	centuolo@cityofnorthlasvegas.com	T699884
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Page 1



Sheet1

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Connor	Cosgrove	Clark	702-731-8666	jeanne.safekids@gmail.com	T660858
Jeanne	Cosgrove Marsala	Clark	702-731-8666	jeanne.cosgrove@hcahealthcare.com	I0049
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Marisela	Cuellar	Clark	702-346-3030	marisela@sunrisechildren.org	T035065
Laura	Czajkowski	Clark	630-669-4117	Lyong37@sbcglobal.net	T725352
Jana	Dagerman	Clark	702-809-2736	jana@dagermans.com	T0783
Jim	Dagerman	Clark	702-706-2522	jim@alacartebebe.com	T0782
Morgan	Dailey	Washoe	775-690-0698	morgvyr@gmail.com	T626338
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Jennifer	Findlay	Clark	702-568-9601	f2fjen@msn.com	T028501
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Page 2

Sheet1

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David	Long	Washoe	775-323-0478	dlongintrf@yahoo.com	T567119
Leland	Love	Douglas	775-782-9900	LLove@co.douglas.nv.us	T65656
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Page 3

Sheet1

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Robert	Mayer	Clark	702-799-7830	ramayer@interact.ccsd.net	T710667
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Mark	Norwood	Douglas	775-588-3519	mnorwood@tahoeifire.com	T717992
Mikel	Ortega	Clark	702-486-4100	mortega@dps.state.nv.us	T715440
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Page 4



Sheet1

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Page 5

Sheet1

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Nevada HSP 2015  
National Priority Program

405(c)

NV\_FY15\_405c\_Exh\_1\_TRCC\_Charter

NV\_FY15\_405c\_Exh\_2\_TRCC\_meet

NV\_FY15\_405c\_Exh\_3\_TRCC Member

NV\_FY15\_405c\_Exh\_4\_Strat\_Plan

NV\_FY15\_405c\_Exh\_5\_Progress

# **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 inquires 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** **July 31, 2013** **Sparks Police Department** **1701 E Prater Way** **Sparks, NV 89434**

Introductions John Gayer

TRCC Strategic Plan/Traffic Records Assessment John Gayer

1. MAP-21 requires states address all recommendations from previous Traffic Records Assessment (2010) and what progress has been made. What is done, what are you working on and if not, why not.
2. 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)
3. NHTSA has more authority under MAP-21 to disallow some or all of HSP, so addressing categories in Uniform Guidelines will help ensure we are "good" with NHTSA
4. Attached are executive summary of Traffic Records Assessment recommendations and Strategic Plan based on May 2013 TRCC meeting
5. Discussion
6. Prioritization of recommendations for FFY 2014 (Beginning October 1, 2013)
7. Vote

MMUCC sub-committee report Kim Edwards

1. Meeting held 07/30/2013
2. Next meeting

NCATS Modernization project update Ben West

1. General update of Brazos contract

NCATS Modernization Project Team position opening Ben West

1. Due to Ken Baldwin's position being eliminated, there is an opening on the Project Management Team for the Brazos contract.
2. Current members
  - a. Ben West, Project Manager, DPS/OTS (Contract Sponsoring agency)
  - b. Kim Edwards, NDOT (NDOT providing majority of funding)
  - c. Tom Lawson, NHP (Large agency representative)
  - d. John Gayer, Henderson PD (TRCC Chair)

3. OTS has decided to have TRCC vote for replacement
4. Positions make decisions/prioritize issues per the contract. Refer crash software changes to Board of Governance. Bi-weekly conference calls required. Other conference calls regarding law enforcement agencies, courts, geolocation, etc are recommended but not required.
5. North Las Vegas PD has volunteered Officer John Tonry for opening
6. Any other nominations?
7. Vote

NCATS Modernization "Canned Reports" working group

Ben West

1. Ken Baldwin was working with agencies on "Canned Reports" to be created for Brazos contract.
2. Specifications for some reports have been put together
3. A group of participating law enforcement, courts and other users needs to finish Ken's work
4. Volunteers for working group to meet with Ben/Brazos to further develop reports?
5. Would like to finish specifications before October 16 meeting

Round Table

John Gayer

Brazos project management Q&A (Scheduled for 12:30pm)

TRCC Meeting Schedule

John Gayer

1. Next meeting scheduled for October 16, 2013 in Southern Nevada
2. NHTSA is requesting one year of meeting dates in Traffic Records DB for review/approval for funding
3. Set tentative July 2014 meeting date

Adjourn

John Gayer



## **Nevada Traffic Records Coordinating Committee (TRCC)**

### **2013-2014 STRATEGIC PLAN**

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.



# STATE OF NEVADA

## TRAFFIC RECORDS ASSESSMENT

**April 05-09, 2010**

National Highway Traffic  
Safety Administration  
Technical Assessment Team

Cynthia Burch, MPH  
Larry Holestine  
Robert A. Scopatz, Ph.D.  
James Templeton  
John J. Zogby

## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	1
ACKNOWLEDGEMENTS .....	9
INTRODUCTION .....	13
SECTION 1: TRAFFIC RECORDS SYSTEM MANAGEMENT .....	14
1-A: Traffic Records Coordinating Committee .....	15
1-B: Strategic Planning .....	21
1-C: Data Integration .....	26
1-D: Data Uses and Program Management .....	30
SECTION 2: TRAFFIC RECORDS SYSTEM COMPONENTS .....	36
2-A: Crash Data Component .....	39
2-B: Roadway Data Component .....	52
2-C: Driver Data Component .....	57
2-D: Vehicle Data Component .....	63
2-E: Citation/Adjudication Data Component .....	67
2-F: Statewide Injury Surveillance System (SWISS) Data Component .....	74
APPENDIX A: SELECTED REFERENCES .....	84
APPENDIX B: ABBREVIATIONS AND ACRONYMS .....	92
TEAM CREDENTIALS .....	94

## EXECUTIVE SUMMARY

The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nevada Office of Traffic Safety (OTS), assembled a team to conduct a traffic records assessment. Concurrently the OTS carried out the necessary logistical and administrative steps in preparation for the onsite assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment April 5 - 9, 2010.

The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether the traffic records system in Nevada is capable of supporting management's needs to identify the State's highway safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

### Background

The Traffic Records Assessment of 2005 identified deficiencies that were the basis for recommendations contained in that report. During this assessment we have noted progress achieved by the State resulting from implementing some of those suggested remedies.

The State has strengthened the governance structure of the Traffic Records Coordinating Committee (TRCC) as recommended in the 2005 report. The Nevada Citation and Accident Tracking System (NCATS) has progressed beyond the collection of crash data and is now an operational crash data repository managed by the Department of Public Safety (DPS). Traffic violation convictions are now being sent to the Department of Motor Vehicles (DMV) electronically from a few courts, which was not being done in 2005, although the majority are still received at DMV on paper. Since 2005 Nevada has made progress in the quality and methods of collecting injury-related data, e.g., preliminary data linkage has been successful and analytical outputs made available to the public.

Some issues still remain, however, regarding the ability of the present traffic records system to support Nevada's management of its highway safety programs. These are discussed in the summary below and the full report that follows.

### Crash Records System

Crash records are housed in the Nevada Citation and Accident Tracking System (NCATS) maintained and managed by the Department of Public Safety (DPS). Although the NCATS is electronically populated by 17 agencies using the Crossroads field data collection tool, the remaining 19 agencies submit paper for manual data entry. This only comprises about 5% of reports statewide; however, one large agency, Henderson Police Department, uses another data collection application and does not currently submit any reports, representing about one percent of the reportable crashes.

While this is a commendable accomplishment and a major improvement since 2005, there are several shortcomings that adversely affect NCATS' ability to function as it should. Despite the

electronic population of NCATS, it is accomplished by inefficient methods. The NCATS manager has to use the Nevada Department of Transportation (NDOT) ftp server to poll the Crossroads repositories due to security concerns with use of pulling records into a DPS server. The NCATS manager uses XML schema as filters to ensure that incoming data do not violate the basic definitions of the NCATS Oracle database. The downside, besides its inefficiency, is the lack of any editing beyond meeting the XML validation rules. The consequence is the dubious quality of the data, compounded by the failure to return any rejected records to reporting agencies for correction due to their age by the time of upload.

No annual summary of crash data has been published since 2006. The official reason given is the decision to wait for the completion of the population of the NCATS database. The NDOT plans to produce summaries for the years 2007 – 2009 soon, but their usefulness will be of limited value due to the inability to display statewide statistics without the reports from Henderson PD. The minimal nature of error checking and correction within both Crossroads and NCATS may raise questions or concerns for some intended uses of the data.

The most pressing need is to provide user access to valid, high quality data. Very few analytic resources are available and practically no access is provided beyond the NDOT, which currently satisfies all data requests through staff time rather than user-accessible automated tools. NDOT appears to be the de facto source of data and statistics as noted in a recent report entitled, *Nevada Safety Plan, Highway Safety Plan, and Traffic Records Assessment Analysis* issued in May 2009. Even the OTS relies primarily on fatal crash data which are more readily available and accessible for its planning and program management. Although the NCATS Modernization Project is focused on the input of the crash data, the State needs to not lose sight of user needs and look for opportunities to simultaneously address access issues especially with the improved data quality promised by the new system. Data quality management processes must also be established for the NCATS central repository and for NDOT's post-processing of the crash data.

#### Citation and Adjudication Records

As was the status in 2005, the State does not have a statewide repository of all citations and their dispositions. The NCATS design calls for all electronically issued citations to be sent to NCATS, then into the Administrative Office of the Courts (AOC) court case management system for forwarding to the court of jurisdiction. This would provide the foundation for a complete citation database, but that component of the NCATS design is not in use, thus no central repository has been created.

However, on a positive note the Crossroads software data collection tool now being used for electronic crash data capture also has a citation data collection module which is being used by many of the agencies using Crossroads. Unfortunately, with a few exceptions the officers have to print out a paper citation to file in court. A few courts have created an interface to accept electronic citations, but there is no coordinated or serious movement towards establishing the interconnectivity for electronic citation filings. There is discussion to implement a "proof of concept" to test the original plan for the NCATS to serve as a pass through for electronic citations. That concept, however, does not include all of the functionality of a citation data repository due to the lack of a disposition record.

The State has begun the process for replacing the current data collection software (the NCATS Modernization Project), which specifically requires an electronic citation module. The State under the direction and oversight of the TRCC needs to insure that capability is contained in the new software. The TRCC also needs to form a multi-agency working group to develop a project plan with the objective of creating the infrastructure for a total electronic citation process that provides for a citation to be electronically generated, submitted to the court, entered into the court's case management system, and for convictions to be sent to the driver history file. The NCATS citation module can still serve to facilitate the steps between the law enforcement agency and the court to create the initial record in the repository, and would contain data on all issuances, but the issue of receiving dispositions might be problematic. The AOC is the ideal candidate for hosting a repository.

### Driver and Vehicle Records

The Driver License (DL) program is a central issuance based system in which licensing transactions are applied to the database in real time. The majority of convictions for traffic offenses are reported by courts on paper reports or by sending in copies of the ticket. Only four courts currently provide conviction reports electronically to the DL system. There are no interfaces between the driver license, crash, or citation systems. All crash and citation records will be sent to AOC and DMV electronically in the NCATS Modernization Project. It is a requirement of the participating LEAs that their court must provide an interface to AOC. Driver data on crash reports and citations are either gathered from barcodes on registration or DL documents or manually entered. Accident involvements are manually entered on driving records, a very labor intensive and inefficient process. The DMV uses facial recognition technology to enhance the identification process. In addition, the DMV has implemented business rules to require full legal name on driver license and vehicle documents. These tools and processes are improving the issues of duplicate and mismatched records.

Vehicle titling and registration responsibilities are also the purview of the DMV. Vehicle related transactions are applied to the database in real time. DMV indicates registration documents include 2D barcodes that meet ANSI and AAMVA standards. Nevada fully participates in the National Motor Vehicle Title Information System (NMVTIS) program, providing title information to NMVTIS and inquiring against the system prior to issuing a title. If DL and vehicle owner names match, information on both the DL and the related vehicles can be displayed.

### Statewide Injury Surveillance System (SWISS) Components

Nevada's Injury Surveillance System (ISS) consists of data collected under the direction of the following agencies within the Nevada Department of Health and Human Services (DHHS):

Emergency Medical Services (EMS) program	Prehospital data
Division of Health Care Financing and Policy	Hospital Discharge data
	Emergency Department data
Office of Vital Records	Death Certificate data
Office of Health Statistics and Surveillance	Trauma Registry Data



Each of these agencies compiles information on persons injured or killed as the result of a motor vehicle crash. Information from these databases is available through standardized reports, ad-hoc data requests, and specialized reports and fact sheets. There are summary reports using medical data available on the internet and the DHHS plans to continue those efforts.

Nevada is currently working towards moving all injury-related data collection systems to an electronic format. The majority of emergency medical services and all emergency department and hospital inpatient records are captured electronically and are available to the State agency on a regular basis. The vital statistics and trauma registry systems are awaiting implementation of electronic submission software in 2010.

Currently, injury surveillance data are not used for traffic safety program planning. However, initial linkage efforts of crash, EMS and trauma registry data have been successful and should be encouraged in the future.

### Roadway Information

The Safety Engineering unit is limited in the use of roadway features and characteristics because of the many disparate road features files and location reference methods. These conditions are similar to those observed during the 2005 Traffic Records Assessment with the exception that the electronic collection of crash reports accounts for approximately 95% of the data in NCATS.

There are two separate efforts at NDOT to develop and maintain geometric representations of roadways (line work). This duplication of effort causes major issues with coordination and cooperation regarding the current data systems in use. There appears to be no corporate strategy for data management across the various NDOT divisions. This has resulted in a significant proliferation of “stovepipe” datasets generated and maintained for specific disciplines without consideration for data sharing.

There is a need for the development and implementation of a data management system department-wide. This effort must embrace the technologies available for data collection, storage, maintenance and accessibility. In addition, management must provide the vision, resources, and policy direction for the roadway data systems including the delegation of authority.

### Strategic Planning

The current Traffic Records Strategic Plan was based on the deficiencies identified in the 2005 Traffic Records Assessment and includes additional deficiencies discovered after a review of the Assessment by members of the TRCC. This was done in a workshop designed to develop the Plan by the TRCC members who provided input for issues to be addressed and set priority to the issues selected for project development and potential implementation.

A disciplined strategic planning process would assure continuity of various planning efforts such as the Strategic Highway Safety Plan, Traffic Records Strategic Plan, Highway Safety Plan and the Traffic Records Assessment.

### Traffic Records Coordinating Committee

The 2005 Traffic Records Assessment recommended that the State develop a charter and create an executive level of the TRCC. The State has since crafted a Charter that includes the TRCC's Objective, Goal, and Purpose; defines the Committee's duties and responsibilities; and establishes the TRCC's authority and operating rules.

The TRCC meets quarterly and is supported by a Traffic Records Coordinator from the Office of Traffic Safety.

The Charter also established a Traffic Records Executive Committee (TREC), but it is not active. However, many of the TREC members are also members of the Nevada Executive Committee on Traffic Safety (NECTS) and function in an oversight role over broader traffic safety matters. The TREC did approve the *Nevada Traffic Records Strategic Plan* update for FFY 2009-2010 during its short active period as an executive group to the TRCC.

The membership is fairly representative of the stakeholders throughout the State, but is notably lacking representation from local traffic engineering agencies, Metropolitan Planning Organizations (MPOs) and traffic safety researchers. Although there is nominal representation from most of the traffic safety partners, some of these agencies participate minimally. It is the team's opinion that some of the lack of interest has resulted from the TRCC's narrow and intense focus on procuring a new crash data system. Although the TRCC is rightfully placing a high priority on the new system replacement effort, it needs to have other items on its meeting agendas to attract all partners, especially the users who are the primary beneficiaries of any data system improvement initiative.

### Leadership and Coordination

As noted above, the State is entering into a contracting process to modernize NCATS, a project approved by the then TREC. There is a critical need for high level executive leadership and coordination in this project with its inherent cost and cross agency policy implications. It is imperative that the NECTS assume the role of an executive level TRCC.

There are many looming potentially costly and troublesome issues during the installation of the new software given the divided views of the law enforcement community regarding this project. The TRCC's leadership will be tested demanding top management's continual involvement.

As the 2005 assessment report noted, "The TRC, however, appears to have lost sight of the other important components of a traffic records system including those that should interface electronically with the NCATS: the courts and the DMV." Unfortunately, this appears to be true in today's urgent push to acquire new crash reporting software. Several shortcomings discovered in this assessment do not appear to be high on the TRCC's list of priority projects, such as the lack of a coordinated effort to advance use of electronic citations. While the eventual software replacement project deserves a high priority, the State should not lose sight of the mutual benefits of any electronic citation endeavor to other agencies especially the DMV and the courts. The new contract must be closely monitored and scrutinized carefully for opportunities for its potential benefits to other traffic records system components.

Following are the major recommendations for improvements to the State's traffic records system. The references indicate the sections of the report from which the recommendations are drawn.

## MAJOR RECOMMENDATIONS

### Crash Records System

- ☐ Establish inter-agency agreement on the crash data custodial responsibilities. Pending clarification by law, the stakeholders need to agree on who will fulfill the critical management functions and serve in an official capacity. The executive committee of the TRCC should be asked to formally endorse whatever agreement is reached. **(Section 2-A)**
- ☐ Consolidate the NDOT and DPS crash databases into one. Ideally, the consolidation will include sharing of resources, and result in a data file that meets the needs of all key users (especially DPS and NDOT). **(Section 2-A)**
- ☐ Establish the formal Quality Control Program as recommended in 2005. Assign this task to the designated crash file custodian. **(Section 2-A)**
- ☐ Enable use of the CARE tool/software to analyze Nevada crash data for problem identification and provide it to State, local, and other traffic safety professionals, and the public. **(Section 1-D)**

### Integration

- ☐ Task the TRCC to develop a data access recommendation to records custodians recognizing the legitimate research uses of sensitive data. **(Section 1-C)**
- ☐ Make merged datasets accessible to a broader user community, potentially to include full public access to redacted data. **(Section 1-C)**

### Statewide Injury Surveillance System (SWISS)

- ☐ Obtain executive level support for data collection needs in the SWISS reporting systems. **(Section 2-F)**
- ☐ Support implementation of electronic reporting systems for all SWISS components, as the systems are in production and are awaiting implementation. **(Section 2-F)**
- ☐ Recruit members from SWISS components onto the TRCC and encourage their involvement in strategic planning. **(Section 2-F)**

### **Roadway Information**

- ☐ Provide the vision, resources, and policy direction for the development and implementation of a department-wide roadway data system. **(Section 2-B)**
- ☐ Delegate authority for the development and implementation of the department-wide roadway enterprise system in the NDOT. **(Section 2-B)**

### **Strategic Planning**

- ☐ Charge the TRCC with the development of a new Strategic Plan for Traffic Records Improvement addressing the deficiencies and recommendations in this Traffic Records Assessment. (Before this can occur an executive committee must be reconstituted with clear lines of authority to the TRCC.) **(Section 1-B)**
- ☐ Use an objective facilitator to conduct workshops with the TRCC members to ensure their participation and input to issues to be addressed and the priority order of the issues selected for action. **(Section 1-B)**
- ☐ Assure that the compatibility and continuity between the Traffic Records Strategic Plan, the Highway Safety Plan, and the Traffic Records Assessment, in addition to the Strategic Highway Safety Plan, is part of the strategic planning process. **(Section 1-B)**

### **Driver and Vehicle Records**

- ☐ Participate actively in the Traffic Records Coordinating Committee and as a participant and stakeholder in the crash records project (.e.g., designing interface standards between DMV systems and the new crash/citation system). **(Section 2-C and 2-D)**
- ☐ Work through the TRCC with the Administrative Office of the Courts and individual courts to automate the process of receiving conviction information from all courts in Nevada. **(Section 2-C)**
- ☐ Support efforts to create a citation tracking system to track tickets from issuance to disposition to reduce the incidence of inconsistent commercial vehicle data and assess the enforcement process. **(Section 2-C)**
- ☐ Work to provide linkage to crash systems to allow pulling of driver and vehicle data for automated entry into those systems and to automate the processes of receiving crash and financial responsibility data for DL records and DMV processing. **(Section 2-C)**

### **Citation and Adjudication Records**

- ☐ Form a multi-agency working group to develop a project plan with the objective of creating the infrastructure for a total electronic citation process that provides for a citation

to be electronically generated, submitted to the court, entered into the court's case management system, and, for all convictions, sent to the driver history file. **(Section 2-E)**

- ☐ Continue expansion of the Nevada Courts' System (NCS) case management system project housed at the AOC. Expand electronic transfer of data throughout the system. **(Section 2-E)**

### **Traffic Records Coordinating Committee**

- ☐ Insure executive level support for the NCATS Modernization Project. While the TRCC can effectively deal with project level issues, changes, etc., there will be occasions where a decision will require the ability to commit agency resources or reach a formal agreement between agencies. Defining the process and getting their buy-in before problems arise will expedite resolution. This executive level support is not only important at the program level but is crucial at the project level. **(Section 1-A)**
- ☐ Designate the Nevada Executive Committee on Traffic Safety to perform the duties of the Traffic Records Executive Committee to provide the oversight, policy direction and authority for project approvals that are vested in an Executive Level TRCC. **(Section 1-A)**
- ☐ Diversify the TRCC membership to insure a balance among all safety partners. Further, the meeting agendas need to include other topics beyond NCATS business to foster more interest and encourage participation from other partners. **(Section 1-A)**



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## NCATS MODERNIZATION PROJECT RFP #1818 BI-WEEKLY STATUS REPORT July 22, 2013

### PROJECT STATUS SUMMARY:

- Alamo Deployment was pushed to production on July 8, 2013. A detailed list was provided to all Nevada Agencies on July 12, 2013.

#### Spillman Update:

- Brazos received an update from Doug Ashmore on May 23, 2013 that the Spillman interface is in place for Lincoln Co., Fallon PD and Douglas County. Testing is underway at Douglas Co. and Fallon PD. Brazos has been in discussions with Fallon, Lincoln County and Douglas County regarding the method for sending the records through to their individual servers as well as the DPS server. Brazos is currently waiting on responses from all three agencies to continue moving this forward.

### SCHEDULE STATUS

○ Brazos is waiting for a response from the NCATS Project team as to the items that will be included in the scheduled Beatty deployment. Brazos and the State team have agreed that several of the overall project items will be included in the scheduled deployment.

- Brazos continues to work with each of the Nevada agencies and Ben West to resolve items that are reported as issues. Much of these are being resolved as Production Out items.
- Brazos followed up with Washoe County Schools on 04.16.2013 regarding confirmation that contract documentation is in place in order to begin working with ARMS on the WCSD RMS interface – Brazos is awaiting response.
- Brazos received a request from Fernley Justice Court to change their name to Canal Township Justice Court.
- Brazos submitted the details for the development process to the State team on NCATS Project Change Request 031. Brazos has not received feedback to date on the status of this change request.
- Brazos completed the migration of Winnemucca PD to the Nevada Server on July 19, 2013. All devices are sending citations to the Nevada Server and all historical data was transferred over to the Nevada Server.
- Brazos has received a response from Eric Eschmann at Clark County Courts regarding the Odyssey Interface Sample Files provided to Eric Eschmann in January 2013.
- As of 04.15.2013 – Eric has indicated he is still awaiting issues resolution from the Odyssey helpdesk and will notify Brazos upon its resolution. Eric has been provided additional test files.

### KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:

- July 8th Production deployment was completed.
- Brazos has developed a Sequel Server View for Kim Edwards at NDOT to assist her with evaluation of crash data being collected by officers and stored in the database.
- Brazos has been conducting testing into the reported issues with Beaming and we believe we are close to identifying some of the key issues and the related changes we will need to make.
- Brazos conducted site visits on July 8, 2013 at NHP Southern Command and North Las Vegas PD. We conducted site visits on July 9, 2013 at Sparks PD and Carson City SO. On July 10, 2013 we met with NHP's Research and Planning team as well as Washoe County SO.

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### Page 1

### Nevada Deliverable Summary

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UPCOMING TASKS FOR NEXT TWO WEEKS:

■ Brazos and Ben West will continue to coordinate an approach to agencies that may be candidates for web entry only of Crash Reports. Brazos will also be looking to work with Ben West on implementing the Accident solution at the various agencies that currently only have the Citation software. There have been many requests from these agencies for this software piece to be added for them.

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**Page 2**

**Nevada Deliverable Summary**

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## **Nevada Traffic Records Coordinating Committee** **(TRCC)**

### **MEETING NOTES** **July 31, 2013** **Sparks Police Department** **1701 E Prater Way** **Sparks, NV 89434**

- Meeting called to order by Chair John Gayer at 9:30am
- Vote on proposed 2013-2014 Traffic Records Strategic Plan was held. Vote to accept (14 yeas – zero nays)
- Kim Edwards gave report on MMUCC sub-committee meeting held on July 30, 2013. MMUCC data elements were decided on. No dates set for discussion of changing/adding to Form 5.
- Ben West gave general update of Brazos contract.
- John Tonry was elected to replace Ken Baldwin on NCATS Modernization team for project oversight of Brazos Contract.
- “Canned Reports” working group for Brazos contract was set up. Volunteers included John Tonry, Ben Coffindaffer, Kim Edwards, Tom Lawson, Ben West
- The following dates were selected for the next four meetings:
  - October 16, 2013
  - January 22, 2014
  - April 23, 2014
  - July 30, 2014
- Meeting adjourned by John Gayer at 1:00pm.

## **Nevada Traffic Records Coordinating Committee** **(TRCC)**

### **MEETING AGENDA** **January 22, 2014, 9:30am-1:30pm** **Henderson Police Department** **North Area Command** **225 E Sunset Rd** **Henderson, NV 89015**

Introductions

John Gayer

2015 Traffic Records Assessment

John Gayer

1. MAP-21 requires States have an assessment within 5 year prior to application for funds. Nevada's last assessment was conducted in April 2010 (Executive Summary attached). For FY 2016, we will need to complete a full assessment in accordance with the new Traffic Records Program Assessment Advisory.
2. OTS has tentatively scheduled with NHTSA for assessment the **week of February 2, 2015**.
3. Participating agencies in 2010 included: DPS (OTS & NHP), NDOT, DMV, University of Nevada (UNR, UNLV & School of Medicine), State Health Division/EMS, RTC's, AOC, LEA's, and DA's.
4. MAP-21 requires all States complete a traffic records strategic plan update annually as part of their 405(c) applications. This update addresses the traffic records strategic plan produced and approved by the State TRCC. To update these documents, States are required—annually—to produce brief narrative reports detailing what efforts a State has made in response to each of the recommendations made in its most recent, full traffic records assessment. For each traffic records strategic plan update, they must provide: 1) which recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and 2) for recommendations that the State does not intend to implement, an explanation.

NCATS Mod MSA contractor

Kim Edwards/Ben West

1. Legislature kept responsibility for NCATS repository at DPS
2. NDOT/OTS/EITS met regarding solutions for known issues with NCATS
  - a. Lack of automated interface to LEA's submitting to NCATS
  - b. Lack of automated interface from NCATS at DPS to NCATS at NDOT
  - c. Lack of interfaces to other back-end users (AOC, DMV, SAFETYNET, Agency Dashboard)
  - d. Data quality/integrity issues during import/export of data from one database to another
3. DPS/NDOT are hiring MSA Contractor DBA to address these issues
4. Resumes being requested for interviews and selection estimated to be completed by end of February 2014
5. Funded through SFY 2015 (June 2015)

## West Virginia University Citation Data Request

Ben West

1. WVU Injury Control Research Center is conducting a study of the effects of cell phone laws on crashes and requesting citation data
2. As NCATS does not have centralized citation data (yet), Ben contacted data manager and explained citation data would need to be requested from individual agencies
3. See attached request and newsletter about project
4. Ben would like best contact to share with WVU for data for the project

## Fatality Analysis Reporting System (FARS)

Julie Gallagher

1. 2013 Fatality Numbers

## NCATS Modernization project update

Ben West

1. General Update
  - a. 3<sup>rd</sup> software deployment ("Caliente") in progress – scheduled for final deployment to production March 24, 2014
  - b. NHP anticipates full implementation of Brazos software statewide by the end of January 2104
  - c. AOC/Courts meeting
  - d. Ben would like to have reports group meeting end of February 2014
2. Records Seal role question
  - a. If agency has staff with authorization to enter reports AND to seal reports, they currently can't do both with one login.
  - b. Brazos recommends combining "Clerk" and "Records Seal" duties under "Records Seal" (see attached for user roles under discussion)
  - c. Brazos does not recommend creating a third role due to complications which may arise "breaking" what's already working
  - d. OTS Project Manager would like feedback/vote of Brazos LEA's at TRCC meeting. Will reach out to any agencies not at TRCC meeting and send to Board of Governance for final approval.

## TRCC Meeting Schedule

John Gayer

1. Next meeting scheduled for April 23, 2013 in Northern Nevada
2. NHTSA is requesting one year of meeting dates in Traffic Records DB for review/approval for funding
3. July meeting is July 30, 2014
4. Set tentative October 2014 and January 2015 meeting dates

## Round Table

John Gayer

## Brazos project management updates/Q&A (12:00pm)

Mike Gross

## Adjourn

John Gayer



# STATE OF NEVADA

## TRAFFIC RECORDS ASSESSMENT

**April 05-09, 2010**

National Highway Traffic  
Safety Administration  
Technical Assessment Team

Cynthia Burch, MPH  
Larry Holestine  
Robert A. Scopatz, Ph.D.  
James Templeton  
John J. Zogby

## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	1
ACKNOWLEDGEMENTS .....	9
INTRODUCTION .....	13
SECTION 1: TRAFFIC RECORDS SYSTEM MANAGEMENT .....	14
1-A: Traffic Records Coordinating Committee .....	15
1-B: Strategic Planning .....	21
1-C: Data Integration .....	26
1-D: Data Uses and Program Management .....	30
SECTION 2: TRAFFIC RECORDS SYSTEM COMPONENTS .....	36
2-A: Crash Data Component .....	39
2-B: Roadway Data Component .....	52
2-C: Driver Data Component .....	57
2-D: Vehicle Data Component .....	63
2-E: Citation/Adjudication Data Component .....	67
2-F: Statewide Injury Surveillance System (SWISS) Data Component .....	74
APPENDIX A: SELECTED REFERENCES .....	84
APPENDIX B: ABBREVIATIONS AND ACRONYMS .....	92
TEAM CREDENTIALS .....	94



## EXECUTIVE SUMMARY

The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nevada Office of Traffic Safety (OTS), assembled a team to conduct a traffic records assessment. Concurrently the OTS carried out the necessary logistical and administrative steps in preparation for the onsite assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment April 5 - 9, 2010.

The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether the traffic records system in Nevada is capable of supporting management's needs to identify the State's highway safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

### Background

The Traffic Records Assessment of 2005 identified deficiencies that were the basis for recommendations contained in that report. During this assessment we have noted progress achieved by the State resulting from implementing some of those suggested remedies.

The State has strengthened the governance structure of the Traffic Records Coordinating Committee (TRCC) as recommended in the 2005 report. The Nevada Citation and Accident Tracking System (NCATS) has progressed beyond the collection of crash data and is now an operational crash data repository managed by the Department of Public Safety (DPS). Traffic violation convictions are now being sent to the Department of Motor Vehicles (DMV) electronically from a few courts, which was not being done in 2005, although the majority are still received at DMV on paper. Since 2005 Nevada has made progress in the quality and methods of collecting injury-related data, e.g., preliminary data linkage has been successful and analytical outputs made available to the public.

Some issues still remain, however, regarding the ability of the present traffic records system to support Nevada's management of its highway safety programs. These are discussed in the summary below and the full report that follows.

### Crash Records System

Crash records are housed in the Nevada Citation and Accident Tracking System (NCATS) maintained and managed by the Department of Public Safety (DPS). Although the NCATS is electronically populated by 17 agencies using the Crossroads field data collection tool, the remaining 19 agencies submit paper for manual data entry. This only comprises about 5% of reports statewide; however, one large agency, Henderson Police Department, uses another data collection application and does not currently submit any reports, representing about one percent of the reportable crashes.

While this is a commendable accomplishment and a major improvement since 2005, there are several shortcomings that adversely affect NCATS' ability to function as it should. Despite the

electronic population of NCATS, it is accomplished by inefficient methods. The NCATS manager has to use the Nevada Department of Transportation (NDOT) ftp server to poll the Crossroads repositories due to security concerns with use of pulling records into a DPS server. The NCATS manager uses XML schema as filters to ensure that incoming data do not violate the basic definitions of the NCATS Oracle database. The downside, besides its inefficiency, is the lack of any editing beyond meeting the XML validation rules. The consequence is the dubious quality of the data, compounded by the failure to return any rejected records to reporting agencies for correction due to their age by the time of upload.

No annual summary of crash data has been published since 2006. The official reason given is the decision to wait for the completion of the population of the NCATS database. The NDOT plans to produce summaries for the years 2007 – 2009 soon, but their usefulness will be of limited value due to the inability to display statewide statistics without the reports from Henderson PD. The minimal nature of error checking and correction within both Crossroads and NCATS may raise questions or concerns for some intended uses of the data.

The most pressing need is to provide user access to valid, high quality data. Very few analytic resources are available and practically no access is provided beyond the NDOT, which currently satisfies all data requests through staff time rather than user-accessible automated tools. NDOT appears to be the de facto source of data and statistics as noted in a recent report entitled, *Nevada Safety Plan, Highway Safety Plan, and Traffic Records Assessment Analysis* issued in May 2009. Even the OTS relies primarily on fatal crash data which are more readily available and accessible for its planning and program management. Although the NCATS Modernization Project is focused on the input of the crash data, the State needs to not lose sight of user needs and look for opportunities to simultaneously address access issues especially with the improved data quality promised by the new system. Data quality management processes must also be established for the NCATS central repository and for NDOT's post-processing of the crash data.

#### Citation and Adjudication Records

As was the status in 2005, the State does not have a statewide repository of all citations and their dispositions. The NCATS design calls for all electronically issued citations to be sent to NCATS, then into the Administrative Office of the Courts (AOC) court case management system for forwarding to the court of jurisdiction. This would provide the foundation for a complete citation database, but that component of the NCATS design is not in use, thus no central repository has been created.

However, on a positive note the Crossroads software data collection tool now being used for electronic crash data capture also has a citation data collection module which is being used by many of the agencies using Crossroads. Unfortunately, with a few exceptions the officers have to print out a paper citation to file in court. A few courts have created an interface to accept electronic citations, but there is no coordinated or serious movement towards establishing the interconnectivity for electronic citation filings. There is discussion to implement a "proof of concept" to test the original plan for the NCATS to serve as a pass through for electronic citations. That concept, however, does not include all of the functionality of a citation data repository due to the lack of a disposition record.

The State has begun the process for replacing the current data collection software (the NCATS Modernization Project), which specifically requires an electronic citation module. The State under the direction and oversight of the TRCC needs to insure that capability is contained in the new software. The TRCC also needs to form a multi-agency working group to develop a project plan with the objective of creating the infrastructure for a total electronic citation process that provides for a citation to be electronically generated, submitted to the court, entered into the court's case management system, and for convictions to be sent to the driver history file. The NCATS citation module can still serve to facilitate the steps between the law enforcement agency and the court to create the initial record in the repository, and would contain data on all issuances, but the issue of receiving dispositions might be problematic. The AOC is the ideal candidate for hosting a repository.

### Driver and Vehicle Records

The Driver License (DL) program is a central issuance based system in which licensing transactions are applied to the database in real time. The majority of convictions for traffic offenses are reported by courts on paper reports or by sending in copies of the ticket. Only four courts currently provide conviction reports electronically to the DL system. There are no interfaces between the driver license, crash, or citation systems. All crash and citation records will be sent to AOC and DMV electronically in the NCATS Modernization Project. It is a requirement of the participating LEAs that their court must provide an interface to AOC. Driver data on crash reports and citations are either gathered from barcodes on registration or DL documents or manually entered. Accident involvements are manually entered on driving records, a very labor intensive and inefficient process. The DMV uses facial recognition technology to enhance the identification process. In addition, the DMV has implemented business rules to require full legal name on driver license and vehicle documents. These tools and processes are improving the issues of duplicate and mismatched records.

Vehicle titling and registration responsibilities are also the purview of the DMV. Vehicle related transactions are applied to the database in real time. DMV indicates registration documents include 2D barcodes that meet ANSI and AAMVA standards. Nevada fully participates in the National Motor Vehicle Title Information System (NMVTIS) program, providing title information to NMVTIS and inquiring against the system prior to issuing a title. If DL and vehicle owner names match, information on both the DL and the related vehicles can be displayed.

### Statewide Injury Surveillance System (SWISS) Components

Nevada's Injury Surveillance System (ISS) consists of data collected under the direction of the following agencies within the Nevada Department of Health and Human Services (DHHS):

Emergency Medical Services (EMS) program	Prehospital data
Division of Health Care Financing and Policy	Hospital Discharge data
	Emergency Department data
Office of Vital Records	Death Certificate data
Office of Health Statistics and Surveillance	Trauma Registry Data

Each of these agencies compiles information on persons injured or killed as the result of a motor vehicle crash. Information from these databases is available through standardized reports, ad-hoc data requests, and specialized reports and fact sheets. There are summary reports using medical data available on the internet and the DHHS plans to continue those efforts.

Nevada is currently working towards moving all injury-related data collection systems to an electronic format. The majority of emergency medical services and all emergency department and hospital inpatient records are captured electronically and are available to the State agency on a regular basis. The vital statistics and trauma registry systems are awaiting implementation of electronic submission software in 2010.

Currently, injury surveillance data are not used for traffic safety program planning. However, initial linkage efforts of crash, EMS and trauma registry data have been successful and should be encouraged in the future.

### Roadway Information

The Safety Engineering unit is limited in the use of roadway features and characteristics because of the many disparate road features files and location reference methods. These conditions are similar to those observed during the 2005 Traffic Records Assessment with the exception that the electronic collection of crash reports accounts for approximately 95% of the data in NCATS.

There are two separate efforts at NDOT to develop and maintain geometric representations of roadways (line work). This duplication of effort causes major issues with coordination and cooperation regarding the current data systems in use. There appears to be no corporate strategy for data management across the various NDOT divisions. This has resulted in a significant proliferation of “stovepipe” datasets generated and maintained for specific disciplines without consideration for data sharing.

There is a need for the development and implementation of a data management system department-wide. This effort must embrace the technologies available for data collection, storage, maintenance and accessibility. In addition, management must provide the vision, resources, and policy direction for the roadway data systems including the delegation of authority.

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A disciplined strategic planning process would assure continuity of various planning efforts such as the Strategic Highway Safety Plan, Traffic Records Strategic Plan, Highway Safety Plan and the Traffic Records Assessment.

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As the 2005 assessment report noted, "The TRC, however, appears to have lost sight of the other important components of a traffic records system including those that should interface electronically with the NCATS: the courts and the DMV." Unfortunately, this appears to be true in today's urgent push to acquire new crash reporting software. Several shortcomings discovered in this assessment do not appear to be high on the TRCC's list of priority projects, such as the lack of a coordinated effort to advance use of electronic citations. While the eventual software replacement project deserves a high priority, the State should not lose sight of the mutual benefits of any electronic citation endeavor to other agencies especially the DMV and the courts. The new contract must be closely monitored and scrutinized carefully for opportunities for its potential benefits to other traffic records system components.

Following are the major recommendations for improvements to the State's traffic records system. The references indicate the sections of the report from which the recommendations are drawn.

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- ☐ Enable use of the CARE tool/software to analyze Nevada crash data for problem identification and provide it to State, local, and other traffic safety professionals, and the public. **(Section 1-D)**

### **Integration**

- ☐ Task the TRCC to develop a data access recommendation to records custodians recognizing the legitimate research uses of sensitive data. **(Section 1-C)**
- ☐ Make merged datasets accessible to a broader user community, potentially to include full public access to redacted data. **(Section 1-C)**

### **Statewide Injury Surveillance System (SWISS)**

- ☐ Obtain executive level support for data collection needs in the SWISS reporting systems. **(Section 2-F)**
- ☐ Support implementation of electronic reporting systems for all SWISS components, as the systems are in production and are awaiting implementation. **(Section 2-F)**
- ☐ Recruit members from SWISS components onto the TRCC and encourage their involvement in strategic planning. **(Section 2-F)**



### **Roadway Information**

- ☐ Provide the vision, resources, and policy direction for the development and implementation of a department-wide roadway data system. **(Section 2-B)**
- ☐ Delegate authority for the development and implementation of the department-wide roadway enterprise system in the NDOT. **(Section 2-B)**

### **Strategic Planning**

- ☐ Charge the TRCC with the development of a new Strategic Plan for Traffic Records Improvement addressing the deficiencies and recommendations in this Traffic Records Assessment. (Before this can occur an executive committee must be reconstituted with clear lines of authority to the TRCC.) **(Section 1-B)**
- ☐ Use an objective facilitator to conduct workshops with the TRCC members to ensure their participation and input to issues to be addressed and the priority order of the issues selected for action. **(Section 1-B)**
- ☐ Assure that the compatibility and continuity between the Traffic Records Strategic Plan, the Highway Safety Plan, and the Traffic Records Assessment, in addition to the Strategic Highway Safety Plan, is part of the strategic planning process. **(Section 1-B)**

### **Driver and Vehicle Records**

- ☐ Participate actively in the Traffic Records Coordinating Committee and as a participant and stakeholder in the crash records project (e.g., designing interface standards between DMV systems and the new crash/citation system). **(Section 2-C and 2-D)**
- ☐ Work through the TRCC with the Administrative Office of the Courts and individual courts to automate the process of receiving conviction information from all courts in Nevada. **(Section 2-C)**
- ☐ Support efforts to create a citation tracking system to track tickets from issuance to disposition to reduce the incidence of inconsistent commercial vehicle data and assess the enforcement process. **(Section 2-C)**
- ☐ Work to provide linkage to crash systems to allow pulling of driver and vehicle data for automated entry into those systems and to automate the processes of receiving crash and financial responsibility data for DL records and DMV processing. **(Section 2-C)**

### **Citation and Adjudication Records**

- ☐ Form a multi-agency working group to develop a project plan with the objective of creating the infrastructure for a total electronic citation process that provides for a citation

to be electronically generated, submitted to the court, entered into the court's case management system, and, for all convictions, sent to the driver history file. **(Section 2-E)**

- ☐ Continue expansion of the Nevada Courts' System (NCS) case management system project housed at the AOC. Expand electronic transfer of data throughout the system. **(Section 2-E)**

### **Traffic Records Coordinating Committee**

- ☐ Insure executive level support for the NCATS Modernization Project. While the TRCC can effectively deal with project level issues, changes, etc., there will be occasions where a decision will require the ability to commit agency resources or reach a formal agreement between agencies. Defining the process and getting their buy-in before problems arise will expedite resolution. This executive level support is not only important at the program level but is crucial at the project level. **(Section 1-A)**
- ☐ Designate the Nevada Executive Committee on Traffic Safety to perform the duties of the Traffic Records Executive Committee to provide the oversight, policy direction and authority for project approvals that are vested in an Executive Level TRCC. **(Section 1-A)**
- ☐ Diversify the TRCC membership to insure a balance among all safety partners. Further, the meeting agendas need to include other topics beyond NCATS business to foster more interest and encourage participation from other partners. **(Section 1-A)**



January 9, 2014

Mr. Ben West, CPM  
Traffic Records Program Manager - Traffic Records Coordinator  
Nevada Department of Public Safety  
Nevada Office of Traffic Safety  
107 Jacobsen Way  
Carson City, NV 89711

Subject: Request for Traffic Citation Data

We would like to enlist your help in completing an important study we are conducting to evaluate the effects of cell phone laws on calling, texting, and crashes among drivers. We would like to obtain traffic citation data from your state for the years of 2000 through the most recent year available.

As you know distracted driving and especially cell phone use is increasingly being recognized as an important traffic safety problem and is one of the priorities of the Governor's Highway Safety Association ([http://www.ghsa.org/html/stateinfo/laws/cellphone\\_laws.html](http://www.ghsa.org/html/stateinfo/laws/cellphone_laws.html)). Cell phone use while driving has been estimated to cause 333,000 crashes each year, resulting in 2,600 deaths and \$43 billion in societal costs. An increasing number of states have implemented cell phone laws banning hand-held phone use and texting while driving, but it remains unclear whether these laws reduce calling, texting, or crashes among young drivers. Our project entitled "Do cell phone laws reduce calling, texting, and crashes among young driver?" has been awarded funding from the National Institutes of Health (NIH), National Institute of Child Health and Human Development. We are determining across multiple states the impact of cell phone laws and their enforcement on calling and texting while driving, and on rates of injurious and fatal traffic crashes among drivers. An essential part of the study is to evaluate trends in citations for cell phone use offences. We are enlisting the help of Traffic Records Coordinators in each state to obtain citation data.

We would like to obtain data on all traffic citations in your state with all personal identifiers removed. No names or other specific identifiers will be required. Data will remain strictly confidential in accordance with Federal and State laws. Only our project team will have access to the data. The data media will be kept in locked file cabinets at the West Virginia University Injury Control Research Center. The electronic database will be kept in a secure location on the server or password-protected computer that is accessible only to authorized project members. The data will be reported in aggregated form so that individuals cannot be identified from reports and presentations. We will not release your data to any third parties. Our project has been approved by the West Virginia University Institutional Review Board (IRB) - reference # 1303029264. Our project team has been working with the National Center for Statistics and Analysis, National Highway Traffic Safety Administration (NHTSA), and they have provided us

data for this project. We are also working with a number of other states, especially their traffic records coordinators, and would very much like to include your state in our analyses. In addition, your state has already kindly provided highway crash data (derived from police accident reports) to us.

We can read data in a number of different formats including SAS, Excel, Microsoft Access, comma separated values, and others. Specially, we are interested in obtaining all traffic citations data with personal identifiers removed, but contains the following specific data elements listed below:

- Violation date
- Violation time
- Location for violation (county)
- Violation code
- Violation category
- Defendant age (or date of birth)
- Defendant sex
- Defendant county
- Defendant license state
- Disposition

We would also like to request a data dictionary/codebook for the above data elements.

We are more than willing to share our findings with you at any time during the project and will provide a summary report to you after its completion and acknowledge your contribution. Our project measures the effects of cell phone laws, and could potentially lead to further improvements in cell phone laws and their enforcement. Dr. Motao Zhu is the principal investigator on this project. Attached is a short article describing the project in more detail (TheSafetyNet\_Summer2013.pdf)

Please contact our data manager, Mrs. Toni Rudisill, at [trudisill@hsc.wvu.edu](mailto:trudisill@hsc.wvu.edu) via email or 304-293-3953 via phone, if you need further information. Thank you for your time and consideration.

Sincerely yours,

Motao Zhu, MD, MS, PhD  
Assistant Professor and Director of Graduate Studies,  
Department of Epidemiology  
Faculty Affiliate, Injury Control Research Center  
West Virginia University  
P.O. Box 9151  
Morgantown, WV 26506-9151  
Email: [mozhu@hsc.wvu.edu](mailto:mozhu@hsc.wvu.edu)  
Telephone: (304) 293-6682  
Fax: (304) 293-0265



A publication of the West Virginia University Injury Control Research Center

Summer 2013



Photo by Dan Shrensky

## Featured ICRC Research...

# WVU's Zhu to fill key research niche with NIH grant

Researchers are accustomed to analyzing volumes of data and turning numbers and facts into conclusions.

What separates [Motao Zhu](#), MD, PhD, from many others is the potential impact of his research on human lives.

Dr. Zhu, an epidemiologist in WVU's School of Public Health, was recently awarded a \$546,000 grant from the Department of Health and Human Services' Eunice Kennedy Shriver National Institute of Child Health and Human Development, a component of the National Institutes of Health (NIH). The grant covers three years (\$182,000 per year). Zhu's mission is to gauge the effectiveness of states' laws limiting or banning cellphone use among teens while driving.

(continued on next page)

- Featured ICRC Research: WVU's Zhu to fill key research niche with NIH grant.....1
- New ICRC Research: WVU researchers and southern WV community partners address drug overdose problem .....3
- ICRC Outreach Notes.....4
- Well-deserved but 'total surprise'—this time spotlight shines on ICRC's Fulaytar.....5
- Partner spotlight: the West Virginia Council for the Prevention of Suicide.....6
- ICRC Research Notes.....8
- New ICRC Communications Specialist grateful for latest opportunity.....9
- ICRC Education/Training Notes .....10
- ICRC Faculty Publications.....11

 **West Virginia University**  
INJURY CONTROL RESEARCH CENTER



## Featured ICRC Research... (continued)

Over the last 11 years, Zhu has secured more than \$2.2 million in funding for his research into motor vehicle and pedestrian safety.

"I'm really interested in this area of research, it's a hot topic nationally," Zhu said. "This type of research can directly affect policies about cell phone use in vehicles. It affects lives, which is very rewarding."

Zhu's research will look at the regulations on texting and talking, how they are being enforced, and whether they are affecting crash rates among young drivers. He will be analyzing data from three public databases during the study: one contains traffic fatality records and another provides results from a teen survey about behaviors. The third is a sampling obtained by people assigned to watch traffic and count the instances they see of cellphone use.

He said that 42 states and the District of Columbia have some type of law that restricts cellphone use for drivers under 21 years old. These restrictions can range from total bans to texting bans for those under 18. Punishments and rules on when a citation can be issued vary by state, Zhu said.

For example, starting in July, any driver in West Virginia can be pulled over and cited for using a handheld cellphone.

Zhu is the principal investigator on the NIH grant, which will run through 2015. He is especially proud to receive NIH funding during a sluggish economy which has led to budget cuts and reduced opportunities for research awards. He said he finished among the top percentile of recent grant applicants.

"I've been successful at getting grants at WVU," Zhu said.



Photo by Dan Shrensky

[Motao Zhu](#), Ph.D. describes some of his recent research to West Virginia Public Radio's Ben Adducchio

In addition to his current study on the effectiveness of cell phone use and texting laws, Dr. Zhu has recently published articles on the effectiveness of graduated driver licensing, pedestrian fatalities and motor-vehicle crash risks in rural and urban areas of the Appalachian Region. For a list of other research projects that include Zhu as principal investigator or co-investigator see: <http://publichealth.hsc.wvu.edu/pages/MediaLibraries/PublicHealth/Media/Documents/Curriculum%20Vitae/zhu.pdf>

He also recently co-authored an opinion piece with [Jeffrey H. Coben](#), M.D., director of the ICRC and Interim Dean, School of Public Health, for Viewpoint, a column in the Journal of the American Medical Association.

The column called for new regulatory and technological approaches to reduce the use of hand-held devices while driving. To see the full text, visit: <http://jama.jamanetwork.com/Mobile/article.aspx?articleid=1660390>.

Zhu and his wife are expecting their first child, a baby boy, in August.

.....



1/17/2014

**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	
Yesterday	Crashes	Fatals	Yesterday	Crashes	Fatals	Crashes	Fatals
12/30/2013	1	1	12/30/2012	2	2	-1	-1
MONTH	16	17	MONTH	20	21	-4	-4
YEAR	246	267	YEAR	239	262	7	5

CRASH AND FATAL COMPARISON BETWEEN 2012 AND 2013, AS OF CURRENT DATE.

COUNTY	2012 Crashes	2013 Crashes	% CHANGE	2012 Fatalities	2013 Fatalities	% Change	2012 Alcohol Crashes	2013 Alcohol Crashes	% Change	2012 Alcohol Fatalities	2013 Alcohol Fatalities	% Change
CARSON	1	4	300.00%	1	5	400.00%	0	2	200.00%	0	3	300.00%
CHURCHILL	4	1	-75.00%	4	1	-75.00%	0	0	0.00%	0	0	0.00%
CLARK	155	180	16.13%	172	191	11.05%	57	40	-29.82%	63	45	-28.57%
DOUGLAS	5	6	20.00%	7	6	-14.29%	3	2	-33.33%	5	2	-60.00%
ELKO	11	5	-54.55%	12	7	-41.67%	3	1	-66.67%	3	2	-33.33%
ESMERALDA	2	2	0.00%	2	2	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	1	2	100.00%	1	3	200.00%	0	1	100.00%	0	1	100.00%
HUMBOLDT	5	2	-60.00%	5	3	-40.00%	1	0	-100.00%	1	0	-100.00%
LANDER	4	0	-100.00%	4	0	-100.00%	1	0	-100.00%	1	0	-100.00%
LINCOLN	2	5	150.00%	2	5	150.00%	2	2	0.00%	2	2	0.00%
LYON	4	4	0.00%	7	6	-14.29%	1	1	0.00%	1	1	0.00%
MINERAL	2	3	50.00%	2	3	50.00%	0	1	100.00%	0	1	100.00%
NYE	8	8	0.00%	8	11	37.50%	2	1	-50.00%	2	1	-50.00%
PERSHING	1	2	100.00%	1	2	100.00%	0	1	100.00%	0	1	100.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	32	19	-40.63%	32	19	-40.63%	15	4	-73.33%	15	4	-73.33%
WHITE PINE	2	3	50.00%	2	3	50.00%	0	0	0.00%	0	0	0.00%
YTD	239	246	2.93%	262	267	1.91%	85	56	-34.12%	93	63	-32.26%
TOTAL 12	239	246	2.9%	262	267	1.9%	85	56	-34.12%	93	63	-32.26%

2012 AND 2013 ALCOHOL CRASHES AND FATALITIES ARE BASED ON PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2012 AND 2013, AS OF CURRENT DATE.

COUNTY	2012 Vehicle Occupants	2013 Vehicle Occupants	% Change	2012 Peds	2013 Peds	% Change	2012 Motor- Cyclist	2013 Motor- Cyclist	% Change	2012 Bike	2013 Bike	% Change	2012 Other	2013 Other
CARSON	0	3	300.00%	0	2	200.00%	1	0	-100.00%	0	0	0.00%	0	0
CHURCHILL	4	0	-100.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
CLARK	98	85	-13.27%	43	56	30.23%	25	40	60.00%	2	5	150.00%	4	5
DOUGLAS	5	4	-20.00%	1	1	0.00%	1	0	-100.00%	0	1	100.00%	0	0
ELKO	11	7	-36.36%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
ESMERALDA	2	2	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	1	1	0.00%	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	3	3	0.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0
LANDER	3	0	-100.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
LINCOLN	2	4	100.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
LYON	6	4	-33.33%	0	0	0.00%	1	1	0.00%	0	1	100.00%	0	0
MINERAL	2	2	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
NYE	5	8	60.00%	2	1	-50.00%	0	2	200.00%	1	0	-100.00%	0	0
PERSHING	1	1	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
WASHOE	14	5	-64.29%	11	8	-27.27%	6	6	0.00%	0	0	0.00%	1	0
WHITE PINE	0	3	300.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0
YTD	157	132	-15.92%	59	71	20.34%	38	52	36.84%	3	7	133.33%	5	5
TOTAL 12	157	132	-15.92%	59	71	20.34%	38	52	36.84%	3	7	133.33%	5	5

Total 2012 262

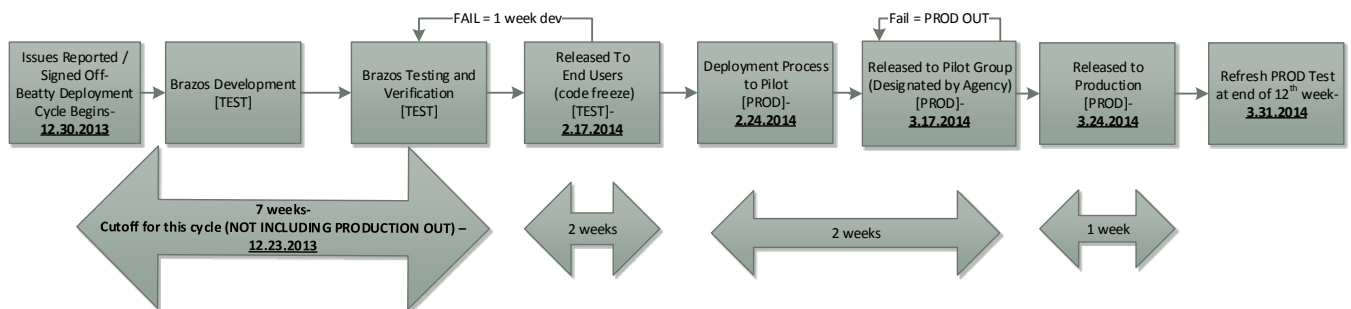
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				AMS - Edit	AMS - Add Accident	AMS - Process Select	Seal Record	Submit to Super	Save Ofc Pending	Cancel	Create Supp	Delete	Veh View	Veh Edit	Veh Del	Veh Add	People View	People Edit		
RECORDS SEAL	Records Seal	Agency Only	MNGT SCREEN BUTTONS/FUNCTIONS	ALL	NONE	NONE														
			ACCIDENT - APPROVED				ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - SUPERSEDED				ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - FORWARDED TO STATE				ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - FORWARDED TO RMS				ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - RECORD SEALED				ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
CLERK	Clerk	Agency Only	MNGT SCREEN BUTTONS/FUNCTIONS	ALL	ALL	ALL														
			ACCIDENT - NEW				NONE	ALL	ALL	ALL	NONE	NONE	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
			ACCIDENT - UPLOAD TO WEB				NONE	ALL	ALL	ALL	NONE	NONE	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
			ACCIDENT - APPROVED				NONE	NONE	NONE	ALL	ALL	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - OFFICER HOLD				NONE	NONE	NONE	ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - SUBMITTED				NONE	NONE	NONE	ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - RESUBMITTED REQUEST				NONE	NONE	NONE	ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - CHANGE REQUEST				NONE	NONE	NONE	ALL	NONE	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - SUPERSEDED				NONE	NONE	NONE	ALL	ALL	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE
			ACCIDENT - FORWARDED TO STATE				NONE	NONE	NONE	ALL	ALL	NONE	ALL	NONE	NONE	NONE	NONE	NONE	NONE	NONE
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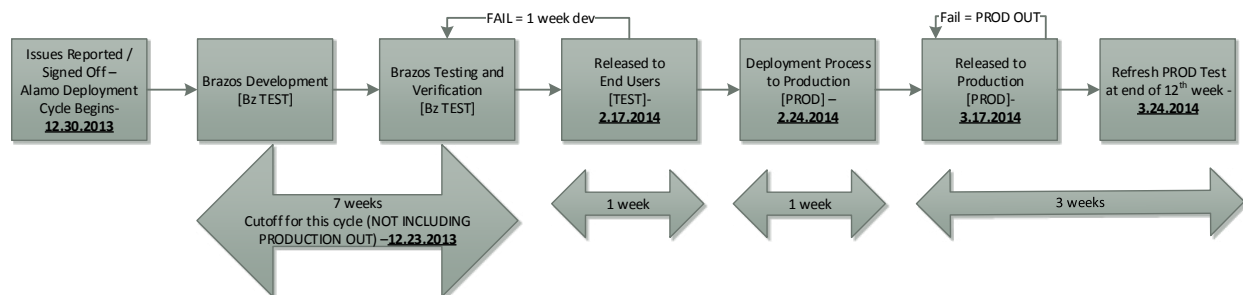
## Caliente Deployment Cycle Timeline

Cycle = 1 Quarter (12 weeks)

### Device Configuration Process



### Website Deployment Process



#### Confidentiality Statement

This document hereto shall be considered *Brazos Technology's* Proprietary/Confidential Information

# **Nevada Traffic Records Coordinating Committee** **(TRCC)**

## **MEETING NOTES**

**January 22, 2014, 9:30am-1:30pm**

**Henderson Police Department**

**North Area Command**

**225 E Sunset Rd**

**Henderson, NV 89015**

- Meeting called to order by Chair John Gayer at 9:30am
- John Gayer discussed the need for Traffic Records Assessment for MAP-21 funding from NHTSA. The assessment is required every five years and the last one was in 2010. OTS has schedule for February 2015, and request agencies' participation.
- Kim Edwards discussed plan to hire a MSA (Master Service Agreement) contractor to improve NCATS. Areas of interest will include improving integration between LEA's and NCATS repository at DPS, integration with NDOT's version of NCATS and developing tools for outside agencies and the public to access NCATS data. Funding from NDOT and OTS has been set aside through June 2015 for this project.
- Ben West advised TRCC members, he would be sharing contact information with West Virginia University Injury Control Research Center for citation information regarding cell phones and distracted driving. Ben advised WVU that NCATS does not currently have centralized citation data, so contact with individual agencies will be necessary.
- Julie Gallagher, FARS Analyst discussed 2013 fatal crash numbers and thanked LEA's for their cooperation in getting information to her.
- Ben West updated TRCC on NCATS Modernization Project
  - "Caliente" software update scheduled for the end of March
  - NHP anticipates full implementation of Brazos by end of January 2014
  - Ben will be contacting "canned reports" working group for meeting soon to settle needs for Brazos Contract
- TRCC meetings scheduled for the upcoming year are requested by NHTSA for MAP-21 applications. Meetings are scheduled for:

- April 23, 2014 – Reno
  - July 30, 2014 – Reno
  - October 15, 2014 – Las Vegas
  - January 21, 2015 – Las Vegas
- Brazos project management arrived for Q & A at 12:30pm
- Meeting adjourned at 1:30pm.

## **Nevada Traffic Records Coordinating Committee** **(TRCC)**

### **MEETING AGENDA**

**April 23, 2014, 9:30am-1:30pm**  
**Regional Public Safety Training Center**  
**5190 Spectrum Blvd**  
**Reno, NV 89512**

#### **Introductions**

**John Gayer**

#### **NCATS Mod MSA contractor**

**Kim Edwards**

- **NDOT/OTS have hired an MSA contractor to address issues with the NCATS system and develop solutions**
- **Contractor started March 30, 2014**

#### **NCATS Mod project update**

**Ben West**

- **“Caliente” software deployment successfully deployed at the end of March**
- **“Dayton” software deployment in process**
- **Service Ticket request regarding adding phone number to “Other Property Damage” section of PDO – no space currently on PDF**

#### **Douglas County SO PDO question**

**Ron Skibinski**

- **Question regarding Hit & Run without suspect crashes on PDO**

#### **NHP CMV reporting question**

**Bob Haigney**

- **CMV reporting discussion for Federal reporting requirements regarding CMV crashes**



## **TRCC Chair Election July 2014**

**John Gayer**

- **Seeking nominations/volunteers interested in TRCC chair position. Election will be at July meeting. TRCC chair serves for two years**
- **Please contact Ben West with nominations or to volunteer for election**

## **Round Table**

**John Gayer**

## **TRCC Meeting Schedule**

**John Gayer**

- **Next meeting currently scheduled for July 30, 2014 in Reno**
- **Need to schedule 2<sup>nd</sup> quarter (April?) 2015 meeting for NHTSA reporting**

## **Brazos Technology**

**Mike Gross**

## **Adjourn**

**John Gayer**

## **Nevada Traffic Records Coordinating Committee (TRCC)**

### **MEETING NOTES**

**April 23, 2014, 9:30am-1:30pm  
Regional Public Safety Training Center  
5190 Spectrum Blvd  
Reno, NV 89512**

- Meeting called to order by Chair John Gayer at 9:45am
- Kim Edwards updated the TRCC on Master Service Agreement (MSA) hiring of software developer Vivek Vishwanathan for NCATS Modernization needs outside of data collection software contract with Brazos Technology. Vivek initially will be working on code for improving pushing data from DPS NCATS to NDOT NCATS, including doing incremental updates to the NDOT database. One overarching goal is to eliminate the need for so much manual labor for data from beginning to end in the process.
- Ben West provided brief update on NCATS Modernization Project. Brazos' "Caliente" software update was successfully deployed at the end of March. "Dayton" software update is in process. Question regarding adding area for phone number in "Other Property Damage" section of Property Damage Only (PDO) crash form was tabled for later discussion.

Ben recently attended the Silver State Spillman Users Group meeting in Elko, and is going to approach the NCATS Mod Project team about setting up a Brazos "Users Group" at the completion of implementation contract in November 2013 to facilitate communication amongst users and as a forum for ideas for changes/improvements to Brazos software.

- Ron Skibinski had question for the group regarding one of the five questions prompted for in Brazos before user is allowed to fill out a PDO report. One of the questions asks if the crash is a hit & run. If the user answers "yes" it forces the user to do a full Form 5 (crash report), even if there is no suspect information. Some agencies' policy allows for a PDO under this circumstance. The Brazos system does allow for conversion to a Form 5 at any time if suspect information is discovered. Some agencies instruct users to answer "no" to the hit & run question as a "work around" to allow the PDO. After further discussion, it was
-

## **Nevada Traffic Records Coordinating Committee (TRCC)**

### **MEETING NOTES**

**April 23, 2014, 9:30am-1:30pm  
Regional Public Safety Training Center  
5190 Spectrum Blvd  
Reno, NV 89512**

decided to leave as it currently is for agencies requiring a Form 5 (NHP is one), and the other agencies can use the “work around.”

- Robert Haigney had a question for the group regarding need to identify crashes involving vehicles weighing over 10,000 pounds, even if the vehicle is not involved in commercial activity. No decision was made regarding this item.
- John Gayer announced he is on the eligibility list for promotion to lieutenant at his agency, and if he is promoted, he will have to step down from TRCC and likely won't be Henderson PD's representative. Therefore, he will not be able continue as chair of the TRCC. As his term ends in at the end of June 2014, the TRCC will need to elect a new chair. John asked for volunteers or nominations be sent to Ben West prior to next meeting.

John Tonry nominated current vice-chair, Kim Edwards, for chair and John Tonry volunteered for vice-chair through the vice-chair term ending June of 2015. Ben noted the nomination and will accept further nominations and volunteers between now and the publishing of the July 2014 TRCC meeting agenda.

- The next meeting is scheduled for July 30, 2014 in Reno/Sparks. The meetings for the next 12 months are as follows:
  - October 15, 2014 – Las Vegas
  - January 21, 2015 – Las Vegas
  - April 22, 2015 – Reno/Sparks
- Brazos Technology arrived for Q&A at 12:30pm
- Meeting adjourned at 1:30pm

## **Nevada Traffic Records Coordinating Committee** **(TRCC)**

### **MEETING AGENDA**

**April 23, 2014, 9:30am-1:30pm**  
**Regional Public Safety Training Center**  
**5190 Spectrum Blvd**  
**Reno, NV 89512**

#### **Introductions**

**John Gayer**

#### **NCATS Mod MSA contractor**

**Kim Edwards**

- **NDOT/OTS have hired an MSA contractor to address issues with the NCATS system and develop solutions**
- **Contractor started March 30, 2014**

#### **NCATS Mod project update**

**Ben West**

- **“Caliente” software deployment successfully deployed at the end of March**
- **“Dayton” software deployment in process**
- **Service Ticket request regarding adding phone number to “Other Property Damage” section of PDO – no space currently on PDF**

#### **Douglas County SO PDO question**

**Ron Skibinski**

- **Question regarding Hit & Run without suspect crashes on PDO**

#### **NHP CMV reporting question**

**Bob Haigney**

- **CMV reporting discussion for Federal reporting requirements regarding CMV crashes**

## **TRCC Chair Election July 2014**

**John Gayer**

- **Seeking nominations/volunteers interested in TRCC chair position. Election will be at July meeting. TRCC chair serves for two years**
- **Please contact Ben West with nominations or to volunteer for election**

## **Round Table**

**John Gayer**

## **TRCC Meeting Schedule**

**John Gayer**

- **Next meeting currently scheduled for July 30, 2014 in Reno**
- **Need to schedule 2<sup>nd</sup> quarter (April?) 2015 meeting for NHTSA reporting**

## **Brazos Technology**

**Mike Gross**

## **Adjourn**

**John Gayer**



P.O. Box 10713  
979.690.2811  
College Station, TX 77842  
[www.brazostech.com](http://www.brazostech.com)

**NCATS MODERNIZATION PROJECT RFP #1818**  
**BI-WEEKLY STATUS REPORT**  
**April 14, 2014**

**PROJECT STATUS SUMMARY:**

- Fallon PD has not yet provided the additional information needed to complete this interface.
- We are currently working to adjust some items for the NHP/Spillman interface at the request of NHP.
- Brazos is continuing to work with NDOT to create a master GIS shape file to use for the Geo-Location/Validation process.
- Brazos has completed the crash implementation for the remaining agencies that had been partially rolled out.

**SCHEDULE STATUS:**

- Dayton Deployment began as scheduled on April 7, 2014. A list of deployment items was provided to all agency contacts along with the deployment timeline.

**KEY ACCOMPLISHMENTS FOR REPORTING PERIOD:**

- Brazos completed the crash implementation for the Washoe County School District Police Department.

**RECENTLY RECEIVED SERVICE TICKETS:**

- 58786 – Brazos received a request from NHP to add vehicle make of Fiat to the configurations for eCitation and crash. This will be provided for all agencies in Nevada.
- 57803 – Brazos received a request from NDOT to adjust the “views” provided for them because accident supplements are not displaying correctly.

**UPCOMING TASKS FOR NEXT TWO WEEKS:**

- Brazos will be continuing to work on deploying the full configuration for eCitation and crash for NHP on the tablets for testing.
- Brazos will be working to finalize the schedule for implementing new agencies in Nevada. Nye County Sheriff’s Office and the Clark County School District are going to be the first two to be deployed at this time.

**Proprietary Information**

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**Nevada Deliverable Summary**

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4/14/2014

**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	
Yesterday	Crashes	Fatals	Yesterday	Crashes	Fatals	Crashes	Fatals
4/13/2014	1	1	4/13/2013	1	1	0	0
MONTH	7	8	MONTH	11	11	-4	-3
YEAR	64	69	YEAR	75	81	-11	-12

CRASH AND FATAL COMPARISON BETWEEN 2013 AND 2014, AS OF CURRENT DATE.

COUNTY	2013 Crashes	2014 Crashes	% CHANGE	2013 Fatalities	2014 Fatalities	% Change	2013 Alcohol Crashes	2014 Alcohol Crashes	% Change	2013 Alcohol Fatalities	2014 Alcohol Fatalities	% Change
CARSON	3	1	-66.67%	3	2	-33.33%	1	0	-100.00%	1	0	-100.00%
CHURCHILL	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
CLARK	57	38	-33.33%	63	41	-34.92%	16	6	-62.50%	17	7	-58.82%
DOUGLAS	1	1	0.00%	1	1	0.00%	1	0	-100.00%	1	0	-100.00%
ELKO	0	2	200.00%	0	2	200.00%	0	1	100.00%	0	1	100.00%
ESMERALDA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	0	3	300.00%	0	3	300.00%	0	0	0.00%	0	0	0.00%
LANDER	0	3	300.00%	0	3	300.00%	0	2	200.00%	0	2	200.00%
LINCOLN	3	0	-100.00%	3	0	-100.00%	2	0	-100.00%	2	0	-100.00%
LYON	0	3	300.00%	0	3	300.00%	0	2	200.00%	0	2	200.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	4	1	-75.00%	4	1	-75.00%	1	0	-100.00%	1	0	-100.00%
PERSHING	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
STOREY	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
WASHOE	6	10	66.67%	6	11	83.33%	2	1	-50.00%	2	1	-50.00%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
YTD	75	64	-14.67%	81	69	-14.81%	23	12	-47.83%	24	13	-45.83%
TOTAL 13	246	-----	-74.0%	267	-----	-74.2%	56	-----	-78.57%	63	-----	-79.37%

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,sc ooter,atv	2014 Other moped,sc ooter,atv
CARSON	1	0	-100.00%	2	0	-100.00%	0	2	200.00%	0	0	0.00%	0	0
CHURCHILL	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
CLARK	37	16	-56.76%	18	11	-38.89%	7	11	57.14%	1	0	-100.00%	0	3
DOUGLAS	1	1	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
ELKO	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
ESMERALDA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	0	3	300.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
LANDER	0	2	200.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	3	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
LYON	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
NYE	1	1	0.00%	1	0	-100.00%	2	0	-100.00%	0	0	0.00%	0	0
PERSHING	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
WASHOE	3	5	66.67%	1	4	300.00%	2	2	0.00%	0	0	0.00%	0	0
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
YTD	47	32	-31.91%	22	17	-22.73%	11	17	54.55%	1	0	-100.00%	0	3
TOTAL 13	132	-----	-75.76%	70	-----	-75.71%	53	-----	-67.92%	7	-----	-100.00%	5	-----

Total 2013 267

# **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 inquires 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 be 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)  
Attendance Record

Agency	Member	Title	Contact #	E-mail	Last Meeting
DMV	April Sanborn	DMV Tech IV	(775) 684-4570	<a href="mailto:asanborn@dmv.nv.gov">asanborn@dmv.nv.gov</a>	April-14
	Ben West	Traffic Records Program Manager	775-684-7478	<a href="mailto:bwest@dps.state.nv.us">bwest@dps.state.nv.us</a>	April-14
	Burdell Welsh	Chief	(775) 663-1810	<a href="mailto:bwelsh@westendovercity.com">bwelsh@westendovercity.com</a>	April-14
	C.J. Larsen	Communications & Support Services Manager	(702) 346-5262	<a href="mailto:clarsen@mesquitenv.gov">clarsen@mesquitenv.gov</a>	April-14
	Dani Hafeman	DMV Supervisor	(775) 684-4844	<a href="mailto:dhafeman@dmv.nv.gov">dhafeman@dmv.nv.gov</a>	April-14
DMV	Dawn Voight	DMV Tech IV	775-684-4855	<a href="mailto:dvoight@dmv.nv.gov">dvoight@dmv.nv.gov</a>	April-14
	Jamie Borino	EMS Representative	775-687-7578	<a href="mailto:jborino@health.nv.gov">jborino@health.nv.gov</a>	April-14
	John Gayer	Sergeant - TRCC Chair through 6/14	702-267-4547	<a href="mailto:jgayer@cityofhenderson.com">jgayer@cityofhenderson.com</a>	April-14
Henderson PD	John Tony	Officer	702-633-1017 ext 5114	<a href="mailto:tonnyj@cityofnorthlasvegas.com">tonnyj@cityofnorthlasvegas.com</a>	April-14
NLVPD	John Nieberlein	Grants Administrator	(775) 353-2223	<a href="mailto:knieberlein@cityofsparks.us">knieberlein@cityofsparks.us</a>	April-14
Sparks PD	Kim Edwards	Transportation Analyst - Vice-chair through 6/15	775-888-7204	<a href="mailto:kedwards@dot.state.nv.us">kedwards@dot.state.nv.us</a>	April-14
NDOT	Laura Snyder	IT Manager	(775) 687-9890	<a href="mailto:lsnyder@nvcourts.nv.gov">lsnyder@nvcourts.nv.gov</a>	April-14
AOC	Mohammad Farhan	Transportation Planner	(702) 676-1736	<a href="mailto:farhanm@rtcnev.com">farhanm@rtcnev.com</a>	April-14
RTC of Southern Nevada	Phil Tuttle	Officer	(775) 334-2141	<a href="mailto:tuttlep@reno.gov">tuttlep@reno.gov</a>	April-14
Reno PD	Robert Haigney	Trooper	(775) 687-8345	<a href="mailto:rhaigney@dps.state.nv.us">rhaigney@dps.state.nv.us</a>	April-14
NHP	Ron Skibinski	Deputy	775-423-1178	<a href="mailto:rskibinski@co.douglas.nv.us">rskibinski@co.douglas.nv.us</a>	April-14
Douglas SO	Ted Mondragon	Officer	702-828-8528	<a href="mailto:t780m@lvmpd.com">t780m@lvmpd.com</a>	April-14
NHP	Terry Shaw	Administrative Assistant	(775) 687-8345	<a href="mailto:ishaw@dps.state.nv.us">ishaw@dps.state.nv.us</a>	April-14
LVMPD	Thomas Martin	Program Officer	(775) 684-4371	<a href="mailto:tmartin01@dmv.nv.gov">tmartin01@dmv.nv.gov</a>	April-14
NHP	Vernon Ulrich	Captain	775-240-5296	<a href="mailto:vlulrich@ci.fallon.nv.us">vlulrich@ci.fallon.nv.us</a>	April-14
Fallon PD	Wayne Bahmiller	Management Analyst	(775) 684-4767	<a href="mailto:wbahmiller@dmv.nv.gov">wbahmiller@dmv.nv.gov</a>	April-14
DMV	Ben Coffindaffer	Deputy	775-887-7395	<a href="mailto:jcoffindaffer@washocounty.us">jcoffindaffer@washocounty.us</a>	April-14
Washoe County SO	Charles Powell	Lieutenant	775-684-7394	<a href="mailto:cpowell@dps.state.nv.us">cpowell@dps.state.nv.us</a>	January-14
NHP	John Glenn	Sergeant	775-240-5296	<a href="mailto:jglenn@bcnv.org">jglenn@bcnv.org</a>	January-14
Boulder City PD	Julie Gallagher	FARS Analyst	(775) 684-7473	<a href="mailto:jgallagher@dps.state.nv.us">jgallagher@dps.state.nv.us</a>	January-14
OTS	Leonard Marshall	Lieutenant	702-293-9224	<a href="mailto:l4781m@lvmpd.com">l4781m@lvmpd.com</a>	January-14
LVMPD	Matt Banes	Transportation Analyst	702-401-4792	<a href="mailto:mbanes@dot.state.nv.us">mbanes@dot.state.nv.us</a>	January-14
NDOT	Phil Condon	Sergeant	775-888-7169	<a href="mailto:pcondon@washocounty.us">pcondon@washocounty.us</a>	January-14
Washoe County SO	Robert Stauffer	Sergeant	(775) 328-2895	<a href="mailto:r5287s@lvmpd.com">r5287s@lvmpd.com</a>	January-14
LVMPD	Scott McDaniel	Sergeant	702-289-5655	<a href="mailto:SMcDaniel@carson.org">SMcDaniel@carson.org</a>	January-14
Carson City SO	Juan Balbuena	Safety Engineer	(775) 887-2500	<a href="mailto:juan.balbuena@dot.gov">juan.balbuena@dot.gov</a>	January-14
FHWA	Brandy Beach		684-4864	<a href="mailto:bbeach@dmv.state.nv.us">bbeach@dmv.state.nv.us</a>	January-14
DMV	Chris Wright	Transportation Analyst	775-888-7196	<a href="mailto:cwright@dot.state.nv.us">cwright@dot.state.nv.us</a>	July-13
NDOT	Danielle Jones	DI Supv	684-4845	<a href="mailto:djones01@dmv.nv.gov">djones01@dmv.nv.gov</a>	July-13
DMV	Karen Felicetta	Business Systems Analyst II	(775) 687-9881	<a href="mailto:kfelicetta@nvcourts.nv.gov">kfelicetta@nvcourts.nv.gov</a>	July-13
AOC	MJ Cloud	Officer - Safe Routes to Schools Coordinator	775-762-7991	<a href="mailto:mcloud@washoeschools.net">mcloud@washoeschools.net</a>	July-13
Washoe Co Schools PD	Scott Sosebee			<a href="mailto:ssosebee@nvcourts.nv.gov">ssosebee@nvcourts.nv.gov</a>	July-13
AOC	Tom Lawson	Lieutenant	(775) 687-1610 ext 247	<a href="mailto:tlawson@dps.state.nv.us">tlawson@dps.state.nv.us</a>	July-13
NHP	Traci Pearl	Chief		<a href="mailto:tpearl@dps.state.nv.us">tpearl@dps.state.nv.us</a>	July-13
OTS	Bill Bensmiller	Division Administrator	775-687-5335	<a href="mailto:wiliam.bensmiller@dot.gov">wiliam.bensmiller@dot.gov</a>	July-13
FMCSA	Richard Fenlason	EMS Representative	775-687-7592	<a href="mailto:rfeulason@health.nv.gov">rfeulason@health.nv.gov</a>	May-13
EMS	Charles Burgess	PO II	(702) 828-8528	<a href="mailto:c5260b@lvmpd.com">c5260b@lvmpd.com</a>	January-13
LVMPD	Dave Noahr	Captain	702-633-1017 ext 5000	<a href="mailto:noahrd@cityofnorthlasvegas.com">noahrd@cityofnorthlasvegas.com</a>	January-13
NLVPD	Rolier Markesen	Officer	775-772-5590	<a href="mailto:rmarkesen@washoeschools.net">rmarkesen@washoeschools.net</a>	January-13
Washoe Co Schools PD	Tracy Falls	Sergeant	702-575-0383	<a href="mailto:tfalls@mesquitenv.gov">tfalls@mesquitenv.gov</a>	January-13
Mesquite PD	Erin Breen		(702) 895-2015	<a href="mailto:scp.unlv@gmail.com">scp.unlv@gmail.com</a>	April-12
UNLV Safe Community Partnership	Gina Espinoza-Salcedo			<a href="mailto:gina.espinosa-salcedo@dot.gov">gina.espinosa-salcedo@dot.gov</a>	February-09
NHTSA	Leslie Nelson-Taulie			<a href="mailto:leslie.nelson-taulie@dot.gov">leslie.nelson-taulie@dot.gov</a>	July-08

### **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.

# Deficiencies-Objectives Report

## Deficiencies - Objectives

### **Name:** Crash Data Custodial Responsibility

**Label:** NV-2010-1

**Performance Area:** Integration

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Significant progress

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 19-MAR-2013

**Description:** Establish inter-agency agreement on the crash data custodial responsibilities. Pending clarification by law, the stakeholders need to agree on who will fulfill the critical management functions and serve in an official capacity. The executive committee of the TRCC should be asked to formally endorse whatever agreement is reached. (Section 2-A)

-This was never established by inter-agency agreement.

Assembly Bill 21 (AB-21) of the 2013 Legislature is addressing this in statute. The Bill has passed committee to the full assembly as of 03/14/2013

AB-21 bill ultimately was changed at the “eleventh hour” to remain the same. DPS still is the custodian of the NCATS repository.

DPS and NDOT have entered into a partnership involving contracting with a vendor to do analysis of the current data storage/sharing relationship and make changes to automate the sharing of data. This will mitigate some of the “ownership” issues which are slowing down the timely integration of crash and citation data.

### **Name:** Consolidation of crash databases

**Label:** NV-2010-2

**Performance Area:** Integration

**System:** Crash

**Type:** Deficiency

**Status:** Addressed - Pending Action

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 26-JUN-2014

**Revision Date:** 19-MAR-2013

**Description:** Consolidate the NDOT and DPS crash databases into one. Ideally, the consolidation will include sharing of resources, and result in a data file that meets the needs of all key users (especially DPS and NDOT). (Section 2-A)

Currently, NCATS Repository is still a "staging area" for crash data before it is replicated in NDOT environment.

Discussions have included integration and discontinuing the duplication of data by developing a single NCATS Repository.

There are significant issues to overcome regarding Personal Identifying Information (PII) in the NCATS Repository. NDOT IT does not want to be responsible for the PII due to liability issues.

DPS and NDOT have entered into a partnership involving contracting with a vendor to do analysis of the current data storage/sharing relationship and make changes to automate the sharing of data. This includes possibly using the existing number of databases in a more advantageous manner due to the politics surrounding the combining of the databases into one.

Progress will be demonstrated by reduction of the number of databases from two to one or developing a system using the two databases more effectively.



**Name: Quality Control Program****Label:** NV-2010-3**Performance Area:** Accuracy**System:** Operational / Administrative**Type:** Deficiency**Status:** Not Addressed – Time Constraints / Competing Commitments**Source:** Traffic Records Assessment - 2010**Last Updated:** 25-JUN-2014**Revision Date:** 19-MAR-2013

**Description:** Establish the formal Quality Control Program as recommended in 2005. Assign this task to the designated crash file custodian. (Section 2-A)

DPS and NDOT have entered into a partnership involving contracting with a vendor to do analysis of the current data storage/sharing relationship and make changes to automate the sharing of data. This may include some quality control issues, but no other resources are currently assigned to this specific issue.

The lack of final decision on the "crash file custodian" issue (see NV-2010-1 and NV-2010-2) also affects the ability to institute this recommendation.

**Name: Enable crash data analysis for outside entities****Label:** NV-2010-4**Performance Area:** Accessibility**System:** Operational / Administrative**Type:** Deficiency**Status:** Not Addressed - Concerns about Feasibility and / or Implementation**Source:** Traffic Records Assessment - 2010**Last Updated:** 26-JUN-2014**Revision Date:** 19-MAR-2013

**Description:** Enable use of the CARE tool/software to analyze Nevada crash data for problem identification and provide it to State, local, and other traffic safety professionals, and the public. (Section 1-D)

NDOT initiated use of CARE, but it became too cumbersome, requiring outside contractor to implement and manipulate data. NDOT has plan to implement similar "dashboard" via web for use by outside agencies/public.

Southern Regional Transportation Commission (Clark County) is using WEBCARE tool but is also planning on other options as they have not found it to be effective.

No specific timelines exist for either plan.

**Name:** Data access for legitimate research uses**Label:** NV-2010-5**Performance Area:** Integration**System:** Operational / Administrative**Type:** Deficiency**Status:** Not Addressed - Never Reviewed / Considered**Source:** Traffic Records Assessment - 2010**Last Updated:** 26-JUN-2014**Revision Date:** 22-MAR-2013

**Description:** Task the TRCC to develop a data access recommendation to records custodians recognizing the legitimate research uses of sensitive data. (Section 1-C)

Discussions with Nevada System of Higher Education (NSHE) partners will be needed to find out current regulations regarding this issue.

**Name:** Make merged data sets accessible to a broader user community.**Label:** NV-2010-6**Performance Area:** Integration**System:** Operational / Administrative**Type:** Deficiency**Status:** Not Addressed - Never Reviewed / Considered**Source:** Traffic Records Assessment - 2010**Last Updated:** 26-JUN-2014**Revision Date:** 22-MAR-2013

**Description:** Make merged datasets accessible to a broader user community, potentially to include full public access to redacted data. (Section 1-C)

Nevada Revised Statute (NRS) 603A addresses personal information which would be redacted from a data set. It seems unlikely in today's political environment the public release of currently redacted data would be a possibility.

**Name:** Executive Level Support for data needs for SWISS

**Label:** NV-2010-7

**Performance Area:** Integration

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Not Addressed - Never Reviewed / Considered

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Obtain executive level support for data collection needs in the SWISS reporting systems.  
(Section 2-F)

**Name:** Electronic reporting of SWISS components

**Label:** NV-2010-8

**Performance Area:** Integration

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Addressed – Some Progress

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 26-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Support implementation of electronic reporting systems for all SWISS components, as the systems are in production and are awaiting implementation.  
(Section 2-F)

**Name:** Recruit SWISS agency representation on TRCC

**Label:** NV-2010-9

**Performance Area:** Integration

**System:** Operational / Administrative

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUNE-2014

**Revision Date:** 22-MAR-2013

**Description:** Recruit members from SWISS components onto the TRCC and encourage their involvement in strategic planning. (Section 2-F)

Program Manager from Nevada State Health Division, Emergency Medical Systems is member of Technical Level TRCC

**Name:** Department-wide roadway data system

**Label:** NV-2010-10

**Performance Area:** Completeness

**System:** Roadway

**Type:** Deficiency

**Status:** Addressed – Significant Progress

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Provide the vision, resources, and policy direction for the development and implementation of a department-wide roadway data system. (Section 2-B)

Currently, NDOT Location Division is incorporating both the state and county centerlines to have one road network available to everyone. Estimate for completion is early 2015. Mandly (Contractor) drove the state road network in 2013 and provided the data collected with coordinates. Data available spatially on all state maintained roadways:

- rumble-strips
- guardrails
- driveways
- signals
- intersections
- medians
- shoulders
- signs

**Name: Development of department-wide roadway enterprise system****Label:** NV-2010-11**Performance Area:** Completeness**System:** Roadway**Type:** Deficiency**Status:** Addressed – Significant Progress**Source:** Traffic Records Assessment - 2010**Last Updated:** 25-JUN-2014**Revision Date:** 22-MAR-2013

**Description:** Delegate authority for the development and implementation of the department-wide roadway enterprise system in the NDOT. (Section 2-B)

This is under the authority of the NDOT Location Division. It will be their responsibility to maintain the road network for the department. While Safety Engineering currently maintains NDOT road network they are assisting Location Division in their understanding of county information.

It is anticipated the roadway enterprise system will be in place by the end of 2014.

**Deficiencies - Objectives****Name: New TRCC Strategic Plan****Label:** NV-1010-12**Performance Area:** Should be Milestone**System:** Operational / Administrative**Type:** Deficiency**Status:** Addressed - Completed**Source:** Traffic Records Assessment - 2010**Last Updated:** 25-JUN-2014**Revision Date:** 22-MAR-2013

**Description:** Charge the TRCC with the development of a new Strategic Plan for Traffic Records Improvement addressing the deficiencies and recommendations in this Traffic Records Assessment. (Before this can occur an executive committee must be reconstituted with clear lines of authority to the TRCC.) (Section 1-B)

In 2010, the Nevada Executive Committee on Traffic Safety (NECTS) was designated at the Executive Level TRCC. In January 2013, the Technical Level TRCC charter was modified to identify clear line of authority to Executive Level TRCC.

The final approval of the charter took place at April 2013 Technical Level TRCC meeting.

**Name:** TRCC participation/input facilitation

**Label:** NV-2010-13

**Performance Area:** Integration

**System:** Operational / Administrative

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Use an objective facilitator to conduct workshops with the TRCC members to ensure their participation and input to issues to be addressed and the priority order of the issues selected for action. (Section 1-B)

-Unsure if current Traffic Records Coordinator employed by Office of Traffic Safety meets this recommendation. Will have to confer with Highway Safety Coordinator and TRCC Technical Level chairman.

**Name:** Compatibility between TRCC Strategic Plan, HSP, SHSP and Traffic Records Assessment

**Label:** NV-2010-14

**Performance Area:** Uniformity

**System:** Operational / Administrative

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Assure that the compatibility and continuity between the Traffic Records Strategic Plan, the Highway Safety Plan, and the Traffic Records Assessment, in addition to the Strategic Highway Safety Plan, is part of the strategic planning process. (Section 1-B)



**Name: DMV data integration****Label:** NV-2010-15**Performance Area:** Integration**System:** Driver License / History**Type:** Deficiency**Status:** Addressed - Some Progress**Source:** Traffic Records Assessment - 2010**Last Updated:** 26-JUN-2014**Revision Date:** 22-MAR-2013

**Description:** Participate actively in the Traffic Records Coordinating Committee and as a participant and stakeholder in the crash records project (.e.g., designing interface standards between DMV systems and the new crash/citation system). (Section 2-C and 2-D)

DPS and NDOT have entered into a partnership involving contracting with a vendor to do analysis of the current data storage/sharing relationship and make changes to automate the sharing of data. This will include developing interfaces to partners including DMV

Performance measure would be the successfully implementing a data sharing interagency agreement between DMV and NCATS repository agency during FFY2014, with further goal of beginning data integration.

**Name: Citation adjudication information sharing****Label:** NV-2010-16**Performance Area:** Integration**System:** Citation / Adjudication**Type:** Deficiency**Status:** Addressed – Some Progress**Source:** Traffic Records Assessment - 2010**Last Updated:** 26-JUNE-2014**Revision Date:** 22-MAR-2013

**Description:** Work through the TRCC with the Administrative Office of the Courts and individual courts to automate the process of receiving conviction information from all courts in Nevada. (Section 2-C)

In early 2014, DMV advised the AOC they are willing to accept electronic convictions. AOC has started implementation process. They are scheduled to start pilot testing of the interface through Incline Justice Court (Washoe County). Successful implementation will enable electronic conviction sharing for more than 30 courts using Courtview software – those served by AOC and Clark County Courts.

**Name:** Commerical vehicle data consistency

**Label:** NV-2010-17

**Performance Area:** Completeness

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Addressed – Some Progress

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Support efforts to create a citation tracking system to track tickets from issuance to disposition to reduce the incidence of inconsistent commercial vehicle data and assess the enforcement process. (Section 2-C)

See NV-2010-16 regarding implementation of conviction tracking through AOC and DMV.

**Name:** DMV integration with NCATS Repository

**Label:** NV-2010-18

**Performance Area:** Integration

**System:** Driver License / History

**Type:** Deficiency

**Status:** Addressed – Pending Action

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Work to provide linkage to crash systems to allow pulling of driver and vehicle data for automated entry into those systems and to automate the processes of receiving crash and financial responsibility data for DL records and DMV processing. (Section 2-C)

DPS and NDOT have entered into a partnership involving contracting with a vendor to do analysis of the current data storage/sharing relationship and make changes to automate the sharing of data. This will likely include automated electronic interface between NCATS repository and DMV.

Performance measure would be the successful implementation of a interface between NCATS Repository and DMV for this purpose.

**Name:** Full citation tracking system working group

**Label:** NV-2010-19

**Performance Area:** Completeness

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Addressed - Significant Progress

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 26-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Form a multi-agency working group to develop a project plan with the objective of creating the infrastructure for a total electronic citation process that provides for a citation to be electronically generated, submitted to the court, entered into the court's case management system, and, for all convictions, sent to the driver history file.

(Section 2-E)

The NCATS Modernization project with Brazos Technology includes electronic generation and submission of citations through a web interface. Entering of data into each court's CMS is being addressed through the AOC as well as some individual large courts (Las Vegas Justice and Municipal Courts as well as North Las Vegas Justice and Municipal Courts).

The interface for AOC CourtView courts (over 30) and Las Vegas Justice Court is complete and working.

The AOC is also working on an interface with the courts they serve to send adjudication data back to the DMV from courts of jurisdiction. (See NV-2010-16)

**Name:** AOC electronic CMS expansion

**Label:** NV-2010-20

**Performance Area:** Uniformity

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Addressed – Some Progress

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Continue expansion of the Nevada Courts' System (NCS) case management system project housed at the AOC. Expand electronic transfer of data throughout the system. (Section 2-E)

The AOC now uses CourtView CMS for over 30 courts. Electronic transfer of data now includes all (over 150,000) citations through the Brazos Technology system going to courts.

**Name:** Executive level support for NCATS Modernization**Label:** NV-2010-21**Performance Area:** Integration**System:** Operational / Administrative**Type:** Deficiency**Status:** Addressed - Significant progress**Source:** Traffic Records Assessment - 2010**Last Updated:** 26-JUN-2104**Revision Date:** 22-MAR-2013

**Description:** Insure executive level support for the NCATS Modernization Project. While the TRCC can effectively deal with project level issues, changes, etc., there will be occasions where a decision will require the ability to commit agency resources or reach a formal agreement between agencies. Defining the process and getting their buy-in before problems arise will expedite resolution. This executive level support is not only important at the program level but is crucial at the project level. (Section 1-A)

In April of 2012, at the direction of DPS Director, the NCATS Modernization Board of Governance was created. The Board is composed of law enforcement representatives of executive rank (Captain or higher) as well as similar representation from NDOT. The Board makes decisions regarding the NCATS Modernization project when the issue at hand will affect all users of the Brazos solution. These issues are primarily related to the crash data collection solution, as citation software is customizable by agency through Brazos.

In 2013, DPS and NDOT entered into a partnership involving contracting with a vendor to do analysis of the current data storage/sharing relationship and make changes to automate the sharing of data. This was done with full support of the Directors of DPS and NDOT.

**Name:** NECTS is the Executive Level TRCC

**Label:** NV-2010-22

**Performance Area:** Unknown

**System:** Operational / Administrative

**Type:** Deficiency

**Status:** Addressed - Completed

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 22-MAR-2013

**Revision Date:** 22-MAR-2013

**Description:** Designate the Nevada Executive Committee on Traffic Safety to perform the duties of the Traffic Records Executive Committee to provide the oversight, policy direction and authority for project approvals that are vested in an Executive Level TRCC. (Section 1-A)

In 2010, the NECTS accepted responsibility of the Executive Level TRCC (TREC). TREC is on the agenda of every meeting of NECTS. Agenda items may require action by the NECTS, or may just be a presentation by Technical Level TRCC chair regarding the activities of the group.



**Name:** TRCC diversification

**Label:** NV-2010-23

**Performance Area:** Unknown

**System:** Operational / Administrative

**Type:** Deficiency

**Status:** Addressed - Some Progress

**Source:** Traffic Records Assessment - 2010

**Last Updated:** 25-JUN-2014

**Revision Date:** 22-MAR-2013

**Description:** Diversify the TRCC membership to insure a balance among all safety partners. Further, the meeting agendas need to include other topics beyond NCATS business to foster more interest and encourage participation from other partners. (Section 1-A)

While the Technical Level TRCC still has majority law enforcement representation, there is regular attendance and representation by NDOT, DMV, State EMS and AOC. Challenges with the NCATS Modernization have also been a recurring topic at meetings.

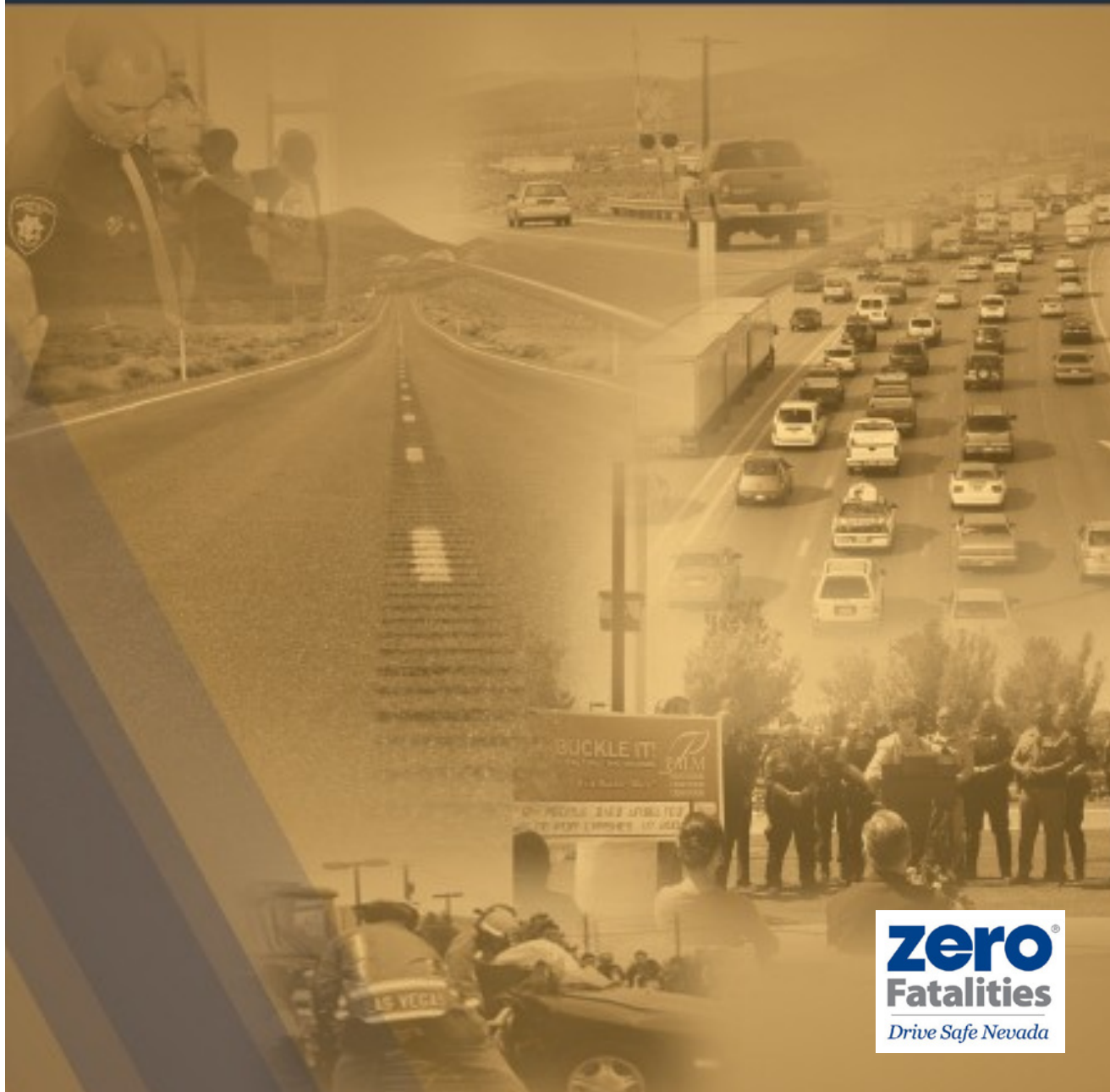
Integration of the Traffic Records Assessment recommendations into the TRCC Strategic Plan should help mitigate this situation.

Performance measure will be the inclusion of other items upon which the TRCC takes action on Technical Level TRCC agendas and meeting notes.

Nevada HSP 2015  
National Priority Program  
405(d)

Exhibit NV\_FY15\_405d\_IDSP

# The 2013 Nevada Impaired Driving Strategic Plan



2013 Nevada Impaired Driving Strategic Plan

# The 2013 Nevada Impaired Driving Strategic Plan

## FFY 2015

# Table of Contents

Acknowledgements.....	4
Overview.....	6
Taskforce Designation & Plan Approval.....	7
Data & Problem ID.....	8
Impaired Driving Plan & Program Activity.....	10
Charter, Agendas, & Meeting Minutes.....	20

## 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

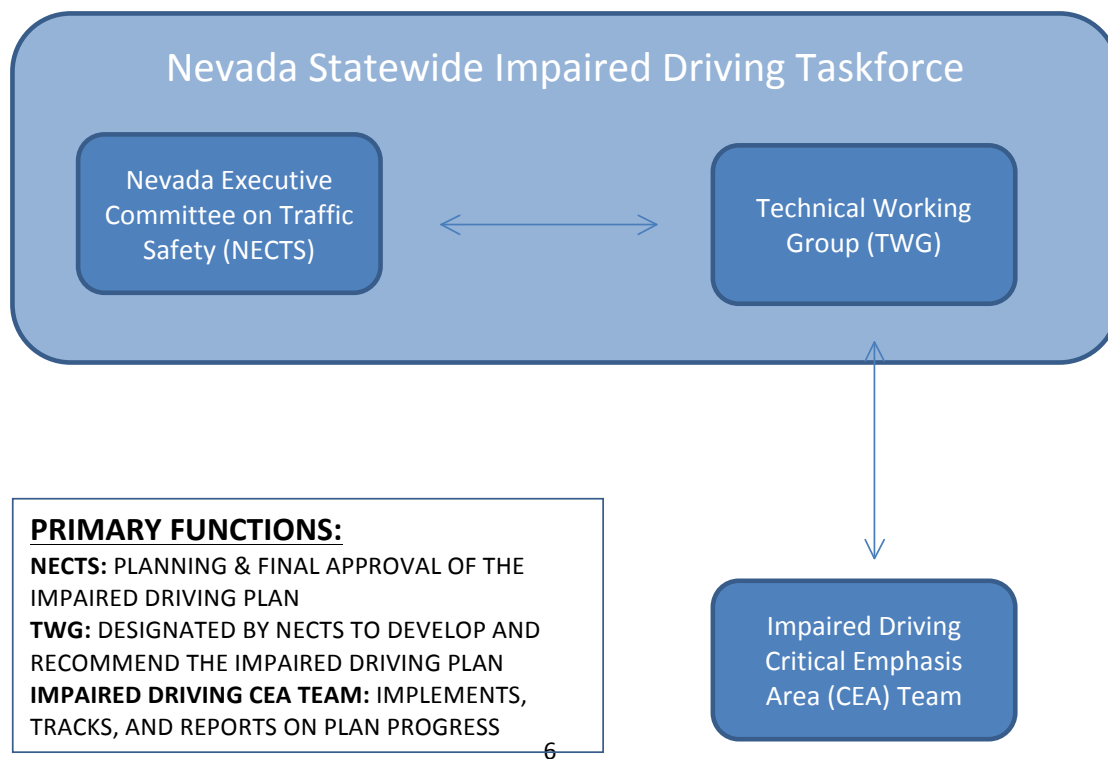
Technical Working Group Member	Organization
Dennis Baughman	Nevada Department of Transportation
Bill Bensmiller	Federal Motor Carrier Safety Administration
Eddie Bowers	Department of Public Safety/Nevada Highway Patrol
Erin Breen	Safe Communities Partnership
Joanna Wadsworth	City of Las Vegas
Jim Ceragioli	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 stake holders.

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 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:

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**

<b>Action Item</b>	<b>Contact</b>	<b>Status</b>
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. Tavaréz 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	<b>Welcome and Introductions</b>	L. Gibson
	<i>Handout #1 Agenda</i>	
9:359:40	<b>Public Comment</b>	All
9:409:45	<b>Approval of February 7, 2012 Minutes [ACTION ITEM]</b>	L. Gibson
	<i>Handout #2 – February 7, 2012 Minutes</i>	
9:459:55	<b>Approval of New NECTS Members [ACTION ITEM]</b>	L. Gibson
9:5510:10	<b>Outcomes from Safety Conversation Circle at Nevada Transportation Conference and Las Vegas Metropolitan Police Traffic Symposium</b>	All
	<i>Handout #3 – Traffic Symposium Report</i>	
10:1010:35	<b>Nevada Safety Summit</b>	T. Pearl
	<i>Handout #4 – Summit Agenda</i>	
	<i>Handout #5 – Save the Date Card</i>	
10:3510:50	<b>Zero Fatalities Material Usage</b>	B. Wilhite
	<i>Handout #6 – Zero Fatalities Material Samples</i>	
10:5011:15	<b>MAP21 Legislation Discussion</b>	R. Malfabon
	<i>Handout #7 – MAP21 Summary</i>	
	<i>Handout #8 – Highway Safety Improvement Program (HSIP) MAP21 Summary</i>	
11:1511:25	<b>Traffic Records Executive Committee (TREC)</b>	T. Pearl/
	<b>J. Gayer</b>	
11:2511:30	<b>Public Comment</b>	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 Tavaréz\* 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**

<b>Action Item</b>	<b>Contact</b>	<b>Status</b>
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.**



## 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

- |                   |   |
|-------------------|---|
| <b>10:0010:05</b> | <b>Welcome and Introductions</b><br><i>Handout #1 Agenda</i>  |
| <b>10:0510:10</b> | <b>Public Comment</b>   |
| <b>10:1010:15</b> | <b>Approval of September 27, 2011 Minutes [ACTION ITEM]</b><br><i>Handout #2 – September 27, 2011 Minutes</i> |
| <b>10:1510:20</b> | <b>Installation of new Chair and<br/>Election of new ViceChair [ACTION ITEM]</b>                              |
| <b>10:2010:45</b> | <b>Safety Conversation CircleNevada Transportation Conference S. Klekar</b>                                   |
| <b>10:4510:55</b> | <b>NECTS Member Checklist [ACTION ITEM]</b><br><i>Handout #3 – CEO Checklist</i>                              |
| <b>10:5511:15</b> | <b>SHSP Activities in 2012 [ACTION ITEM]</b>  |
| <b>11:1511:30</b> | <b>Zero Fatalities Material Usage</b>   |
| <b>11:3011:45</b> | <b>Legislative Discussion</b>   |
| <b>11:4511:55</b> | <b>Traffic Records Executive Committee (TREC)</b><br><b>J. Gayer</b>  |



## 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) Brent Wilhite* Penna
Powers Brian Haynes	
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](http://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.**

## Impaired Driving CEA Team Meeting

Tuesday, November 27, 2012 10:00 AM to 11:30 AM



10:00-10:05 AM	<b>Welcome and Introductions</b> <i>Handout #1 – Agenda</i>	Susan Aller-Schilling
10:05-10:10 AM	<b>Introduction of New Members</b>	Susan Aller-Schilling
10:10-10:30 AM	<b>Nevada Safety Summit Impaired Driving Session Recap</b> <i>Handout #2 - Notes from Impaired Driving Evaluations</i>	Susan Aller-Schilling
10:30-11:00 AM	<b>Performance Measure Baseline Data</b> <i>Handout #3 - Baseline Performance Measure Data</i>	Susan Aller-Schilling
11:00-11:10 AM	<b>Review Impaired Driving Activities from Past Quarter</b>	All
11:10-11:20 AM	<b>Discussion of Impaired Driving Activities for Next Quarter</b>	All
11:20-11:25 AM	<b>Open Discussion</b>	All
11:25-11:30 AM	<b>Scheduling of Future Meetings</b>	All

## 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	<p>Number of agencies that support high visibility enforcement efforts (all approved)</p> <p>Number of media hits that mention DUI enforcement</p> <p>Number of materials produced, number of agencies contacted</p> <p>Number of training programs conducted, number of officers trained</p> <p>Number of locations/corridors</p>

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	<b>Welcome and Introductions</b> <i>Handout #1 – Agenda</i>	Susan Aller-Schilling
2:35-2:40 PM	<b>Introduction of New Members</b>	Susan Aller-Schilling
2:40-3:00 PM	<b>Nevada SHSP Annual Report and Performance Measurement</b> <i>Handout #2 - Nevada 2012 SHSP Annual Report</i>	Eric Tang
3:00-3:15 PM	<b>Review Impaired Driving Activities from Past Quarter</b> <i>Handout #3 - Impaired Driving CEA Tracking Tool</i>	All
3:15-3:30 PM	<b>Discussion of Impaired Driving Activities for Next Quarter</b>	All
3:30-3:45 PM	<b>Legislative Issues</b>	All
3:45-3:55 PM	<b>Open Discussion</b>	All
3:55-4:00 PM	<b>Scheduling of Future Meetings</b>	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 – February 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)

## 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 4<sup>th</sup> 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

Nevada HSP 2015
<u>National Priority Program 405(f)</u>
NV_FY15_405f_Exh_1_State Authority
NV_FY15_405f_Exh_2_Train Curr
NV_FY15_405f_Exh_3_Course Locations
NV_FY15_405f_Exh_4_Instr Qual
NV_FY15_405f_Exh_5_Qual Assurance
NV_FY15_405f_Exh_6__Classes by Co
NV_FY15_405f_Exh_7_Training month
NV_FY15_405f_Exh_8_10 yr Fiscal
NV_FY15_405f_Exh_9_Media
NV_FY15_405f_Exh_10_MC Regis
NV_FY15_405f_Exh_11_FARS 2012
NV_FY15_405f_Exh_12_Collaboration
NV_FY15_405f_Exh_13_GR Cert
NV_FY15_405f_Exh_14_Regist MC's
NV_FY15_405f_Exh_15_% Reg MC
NV_FY15_405f_Exh_19_Pop by Co %
NV_FY15_405f_Exh_20_Pop by Co
NV_FY15_405f_Exh_21_Data MC Fees

# NV\_FY15\_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\_FY15\_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 Program<sup>sm</sup> 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 Program<sup>sm</sup>.  
(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)



## NV\_FY15\_405f\_Exh\_3

### 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, 2013.

#### 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

- 555 Wright Way, Carson City, NV
- 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

#### Cape Fox - Naval Air Station - Fallon

- 4755 Pasture Road, Fallon, NV

## NV\_FY15\_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\_FY15\_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 RiderCoachs 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.

## NV\_FY15\_405f\_Exh\_6 Classes by County

BRC - Basic Rider Course  
BRC2 - Basic Rider Course 2  
ARC - Advanced Rider Course  
S/T- Sidercar/Trike Course  
MSRC - Military Sportbike Rider Course

Please see multiple worksheets in this xcel spreadsheet

## State of Nevada - Motorcycle Safety Courses Carson City County

### Western Nevada College - RERP # 61174 June 1, 2013 thru May 31, 2014

6/5/13 BRC	7/12/13 BRC	8/9/13 BRC	9/7/13 ARC	10/18/13 BRC	4/25/14 BRC
6/15/13 BRC	7/19/13 BRC	8/14/13 BRC	9/8/13 BRC2	11/1/13 BRC	5/2/14 BRC
6/21/13 BRC	7/20/13 ARC	8/16/13 BRC	9/13/13 BRC	4/4/14 BRC	5/9/14 BRC
6/22/13 BRC	7/26/13 BRC	8/21/13 BRC	9/22/13 BRC	4/12/14 ARC	5/16/14 BRC
6/28/13 ARC	7/26/13 BRC	8/23/13 BRC	10/4/13 BRC	4/13/14 BRC2	5/21/14 BRC
6/29/13 BRC	8/2/13 BRC	9/6/13 BRC	10/11/13 BRC	4/18/14 BRC	

### Carson City Harley Davidson - RERP # 200070 June 1, 2013 thru May 31, 2014

6/5/13 BRC	8/9/13 BRC	3/28/14 BRC	5/30/14 BRC
6/21/13 BRC	9/6/13 BRC	4/11/14 BRC	
7/5/13 BRC	10/4/13 BRC	4/25/14 BRC	
7/12/13 BRC	11/8/13 BRC	5/2/14 BRC	
7/19/13 BRC	11/29/13 BRC	5/16/14 BRC	

### Department of Public Safety - RERP # 61482 June 1, 2013 thru May 31, 2014

6/1/13 ARC	6/16/13 BRC	7/28/13 BRC	9/29/13 BRC
6/2/13 BRC2	6/23/13 S/T	8/18/13 BRC	4/16/14 BRC2



## State of Nevada - Motorcycle Safety Courses Clark County

College of Southern Nevada - RERP # 60332  
June 1, 2013 thru May 31, 2014

6/3/13 BRC	8/3/13 BRC	10/9/13 BRC	12/20/13 BRC	3/23/14 BRC
6/5/13 BRC	8/4/13 BRC	10/11/13 BRC	12/21/13 BRC	3/22/14 BRC2
6/7/13 BRC	8/6/13 BRC	10/11/13 BRC	1/8/14 BRC2	3/26/14 BRC
6/8/13 BRC	8/7/13 BRC2	10/12/13 BRC	1/12/14 BRC	3/28/14 BRC
6/11/13 BRC	8/9/13 BRC	10/14/13 BRC	1/14/14 BRC	3/30/14 BRC
6/12/13 BRC2	8/10/13 BRC	10/16/13 BRC	1/15/14 BRC	3/30/14 BRC
6/14/13 BRC	8/11/13 BRC	10/18/13 BRC	1/19/14 BRC	3/30/14 BRC
6/15/13 BRC	8/12/13 BRC	10/19/13 BRC	1/18/14 BRC2	4/2/14 BRC
6/16/13 BRC	8/16/13 BRC	10/19/13 BRC2	1/19/14 BRC2	4/2/14 BRC2
6/18/13 BRC	8/17/13 BRC2	10/20/13 BRC2	1/22/14 BRC	4/4/14 BRC
6/21/13 BRC	8/18/13 BRC2	10/22/13 BRC	1/19/14 BRC	4/6/14 BRC
6/22/13 BRC	8/19/13 BRC	10/25/13 BRC	1/24/14 BRC	4/6/14 BRC
6/22/13 BRC2	8/21/13 BRC	10/26/13 BRC	1/26/14 BRC	4/6/14 BRC
6/23/13 BRC2	8/23/13 BRC	10/29/13 BRC	1/26/14 BRC	4/9/14 BRC
6/24/13 BRC	8/24/13 BRC	11/1/13 BRC	1/26/14 BRC	4/13/14 BRC
6/26/13 BRC	8/27/13 BRC	11/2/13 BRC	1/30/14 BRC	4/13/14 BRC
6/28/13 BRC	8/30/13 BRC	11/4/13 BRC	2/2/14 BRC	4/13/14 BRC
6/29/13 BRC	9/1/13 BRC	11/6/13 BRC	2/2/14 BRC	4/11/14 BRC
6/30/13 BRC	9/1/13 BRC	11/8/13 BRC	2/5/14 BRC	4/17/14 BRC
7/1/13 BRC	9/3/13 BRC	11/9/13 BRC	2/7/14 BRC	4/23/14 BRC
7/3/13 BRC	9/4/13 BRC2	11/11/13 BRC	2/9/14 BRC	4/25/14 BRC
7/5/13 BRC	9/6/13 BRC	11/13/13 BRC	2/9/14 BRC	4/27/14 BRC
7/6/13 BRC	9/6/13 BRC	11/13/13 BRC2	2/12/14 BRC	4/27/14 BRC
7/7/13 BRC	9/7/13 BRC	11/15/13 BRC	2/16/14 BRC	4/26/14 BRC2
7/9/13 BRC	9/8/13 BRC	11/16/13 BRC	2/16/14 BRC	5/4/14 BRC
7/10/13 BRC2	9/9/13 BRC	11/17/13 BRC	2/15/14 BRC2	5/4/14 BRC
7/12/13 BRC	9/11/13 BRC	11/19/13 BRC	2/20/14 BRC	5/4/14 BRC
7/13/13 BRC	9/13/13 BRC	11/22/13 BRC	2/23/14 BRC	5/8/14 BRC
7/14/13 BRC	9/14/13 BRC	11/24/13 BRC2	2/23/14 BRC	5/11/14 BRC
7/15/13 BRC	9/15/13 BRC2	11/25/13 BRC	2/23/14 BRC	5/11/14 BRC
7/16/13 BRC	9/16/13 BRC	11/29/13 BRC	2/26/14 BRC	5/11/14 BRC
7/18/13 BRC	9/18/13 BRC	12/2/13 BRC	2/28/14 BRC	5/14/14 BRC
7/19/13 BRC	9/20/13 BRC	12/6/13 BRC	3/2/14 BRC	5/15/14 BRC
7/20/13 BRC2	9/21/13 BRC	12/6/13 BRC	3/5/14 BRC2	5/17/14 BRC2
7/21/13 BRC2	9/24/13 BRC	12/7/13 BRC	3/6/14 BRC	5/16/14 BRC
7/22/13 BRC	9/27/13 BRC	12/9/13 BRC	3/9/14 BRC	5/18/14 BRC
7/24/13 BRC	9/28/13 BRC	12/11/13 BRC2	3/13/14 BRC	5/21/14 BRC
7/26/13 BRC	9/29/13 BRC	12/13/13 BRC	3/16/14 BRC	5/23/14 BRC
7/27/13 BRC	10/1/13 BRC	12/13/13 BRC	3/16/14 BRC	5/25/14 BRC
7/28/13 BRC	10/4/13 BRC	12/14/13 BRC	3/19/14 BRC	5/25/14 BRC
7/30/13 BRC	10/5/13 BRC	12/15/13 BRC	3/21/14 BRC	5/25/14 BRC
8/2/13 BRC	10/7/13 BRC	12/17/13 BRC	3/23/14 BRC	5/29/14 BRC

## State of Nevada - Motorcycle Safety Courses Clark County

Las Vegas Harley Davidson - RERP # 107123  
June 1, 2013 thru May 31, 2014

6/8/13 BRC2	8/22/13 BRC	11/24/13 BRC2	2/27/14 BRC	5/15/14 BRC
6/27/13 BRC	9/5/13 BRC	12/5/13 BRC	3/6/14 BRC	5/19/14 BRC
7/11/13 BRC	9/22/13 BRC2	1/9/14 BRC	3/16/14 BRC2	5/19/14 BRC2
7/20/13 BRC2	10/10/13 BRC	1/18/14 BRC2	3/27/14 BRC	5/29/14 BRC
7/25/13 BRC	10/19/13 BRC2	1/23/14 BRC	4/3/14 BRC	
8/1/13 BRC	10/24/13 BRC	2/2/14 BRC	4/24/14 BRC	
8/8/13 BRC	11/7/13 BRC	2/13/14 BRC	5/14/14 BRC	
8/17/13 BRC2	11/14/13 BRC	2/22/14 BRC2	5/10/14 BRC2	

D & M Cycle School - RERP # 118202  
June 1, 2013 thru May 31, 2014

6/2/13 BRC	7/14/13 BRC2	9/25/13 BRC	11/21/13 BRC2	3/6/14 BRC2
6/4/13 BRC2	7/30/13 BRC	9/29/13 BRC	11/24/13 BRC	3/26/14 BRC
6/5/13 BRC	8/7/13 BRC	10/1/13 BRC2	11/25/13 BRC2	3/27/14 BRC2
6/6/13 BRC2	8/14/13 BRC	10/6/13 BRC	11/27/13 BRC	4/2/14 BRC
6/11/13 BRC2	8/21/13 BRC	10/9/13 BRC	12/4/13 BRC	4/9/14 BRC
6/12/13 BRC	8/24/13 BRC	10/13/13 BRC2	12/5/13 BRC2	4/14/14 BRC2
6/15/13 BRC2	8/27/13 BRC2	10/20/13 BRC	12/11/13 BRC	4/23/14 BRC
6/16/13 BRC	9/1/13 BRC	10/26/13 BRC	12/18/13 BRC	4/24/14 BRC2
6/18/13 BRC2	9/5/13 BRC	10/28/13 BRC	1/8/14 BRC	4/30/14 BRC
6/23/13 BRC	9/7/13 BRC2	10/30/13 BRC	1/9/14 BRC2	5/7/14 BRC
6/26/13 BRC	9/8/13 BRC	11/3/13 BRC	1/15/14 BRC	5/8/14 BRC
6/30/13 BRC	9/9/13 BRC2	11/6/13 BRC	1/29/14 BRC	5/8/14 BRC2
7/2/13 BRC2	9/11/13 BRC	11/7/13 BRC2	2/5/14 BRC	5/19/14 MSRC
7/7/13 BRC	9/15/13 BRC	11/10/13 BRC	2/6/14 BRC2	5/11/14 MSRC
7/10/13 BRC	9/17/13 BRC2	11/12/13 BRC2	2/12/14 BRC	5/21/14 BRC
7/11/13 BRC2	9/18/13 BRC	11/16/13 BRC2	2/26/14 BRC	5/22/14 BRC2
7/13/13 BRC2	9/19/13 BRC2	11/20/13 BRC	3/5/14 BRC	5/29/14 BRC

## State of Nevada - Motorcycle Safety Courses Clark County

### Henderson Harley Davidson - RERP # 200049 June 1, 2013 thru May 31, 2014

7/11/13 BRC	9/30/13 BRC	12/16/13 BRC	2/9/14 BRC2	3/20/14 BRC2	4/18/14 BRC
8/1/13 BRC2	10/19/13 BRC2	12/17/13 BRC2	2/10/14 BRC	3/26/14 BRC	4/21/14 BRC2
8/24/13 BRC2	10/31/13 BRC	1/4/14 BRC2	2/14/14 BRC	3/29/14 BRC2	4/28/14 BRC
9/12/13 BRC	11/4/13 BRC	1/6/14 BRC	2/17/14 BRC2	3/31/14 BRC2	5/1/14 BRC2
9/16/13 BRC	11/7/13 BRC	1/10/14 BRC	2/21/14 BRC	4/6/14 BRC2	5/4/14 BRC
9/17/13 BRC2	11/11/13 BRC	1/13/14 BRC	2/27/14 BRC2	4/7/14 BRC	5/4/14 BRC2
9/19/13 BRC	11/21/13 BRC	1/19/14 BRC2	2/28/14 BRC	4/10/14 BRC2	5/8/14 BRC
9/26/13 BRC	12/12/13 BRC	1/23/14 BRC2	3/3/14 BRC	4/11/14 BRC	5/18/14 BRC
		1/24/14 BRC	3/6/14 BRC2	4/14/14 BRC	5/22/14 BRC
		2/3/14 BRC	3/7/14 BRC	4/17/14 BRC2	5/27/14 BRC

### Humboldt County

Department of Public Safety - RERP # 61482  
June 1, 2013 thru May 31, 2014

6/30/13 BRC	8/18/13 BRC	5/4/14 BRC
7/14/13 BRC	9/29/13 BRC	

### Elko County

Department of Public Safety - RERP # 61482  
June 1, 2013 thru May 31, 2014

6/1/13 BRC2	7/21/13 BRC	8/11/13 BRC	10/13/13 BRC	5/18/14 BRC
6/2/13 BRC2	7/28/13 BRC	9/22/13 BRC	10/20/13 BRC	
6/23/13 BRC	8/4/13 BRC	10/6/13 BRC		

### Mineral County

Department of Public Safety - RERP # 61482  
June 1, 2013 thru May 31, 2014

8/25/13 BRC	8/15/13 BRC	4/13/14 BRC
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### Lyon County

Silver State Motorcycle Academy - RERP 114675  
June 1, 2013 thru May 31, 2014

6/10/13 BRC	8/27/13 BRC	10/5/13 BRC	1/4/14 BRC	5/5/14 BRC	5/27/14 BRC
6/12/13 BRC	9/3/14 BRC	10/7/13 BRC	4/29/14 BRC	5/15/14 BRC	
6/18/13 BRC	9/9/13 BRC	10/23/13 BRC	5/1/14 BRC	5/17/14 BRC	
8/10/13 BRC	9/21/13 BRC	10/26/13 BRC	5/3/14 BRC	5/21/14 BRC	

### Nye County

College of Southern Nevada - RERP # 60332  
June 1, 2013 thru May 31, 2014

9/8/13 BRC

## State of Nevada - Motorcycle Safety Courses Washoe County

### Truckee Meadows Community College - RERP # 61294 June 1, 2013 thru May 31, 2014

6/2/13 BRC	6/26/13 BRC	7/19/13 BRC	8/20/13 BRC	10/11/13 BRC	5/16/14 BRC
6/4/13 BRC	6/28/13 BRC	7/20/13 BRC	8/23/13 BRC	10/11/13 BRC	5/17/14 BRC
6/5/13 BRC	6/29/13 BRC	7/21/13 BRC	8/24/13 BRC	10/18/13 BRC	5/27/14 BRC
6/11/13 BRC	6/30/13 BRC	7/23/13 BRC	9/6/13 BRC	11/1/13 BRC	5/27/14 BRC
6/14/13 BRC	7/2/13 BRC	7/26/13 BRC	9/7/13 BRC	11/8/13 BRC	
6/15/13 BRC	7/5/13 BRC	7/30/13 BRC	9/13/13 BRC	11/15/13 BRC	
6/16/13 BRC	7/6/13 BRC	8/2/13 BRC	9/14/13 BRC	4/11/14 BRC	
6/18/13 BRC	7/9/13 BRC	8/6/13 BRC	9/20/13 BRC	4/12/14 BRC	
6/19/13 BRC	7/10/13 BRC	8/9/13 BRC	9/21/13 BRC	4/25/14 BRC	
6/21/13 BRC	7/12/13 BRC	8/10/13 BRC	9/27/13 BRC	4/26/14 BRC	
6/22/13 BRC	7/13/13 BRC	8/13/13 BRC	9/28/13 BRC	5/2/14 BRC	
6/23/13 BRC	7/14/13 BRC	8/16/13 BRC	10/4/13 BRC	5/9/14 BRC	
6/25/13 BRC	7/16/13 BRC	8/17/13 BRC	10/4/13 BRC	5/10/14 BRC	

### Chester's Reno Harley Davidson - RERP #200007 June 1, 2013 thru May 31, 2014

6/6/13 BRC	8/17/13 BRC2	1/16/14 BRC	3/27/14 BRC	4/24/14 BRC
6/20/13 BRC	8/22/13 BRC	2/13/14 BRC	4/3/14 BRC	5/8/14 BRC
7/11/13 BRC	9/12/13 BRC	2/20/14 BRC	4/12/14 BRC2	5/15/14 BRC
7/18/13 BRC	10/10/13 BRC	3/13/14 BRC	4/13/14 BRC2	5/22/14 BRC

NV\_FY15\_405f\_Exh\_7

Complete List of Counties in the State	Motorcycle Registration Data by County		Training Site Information by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
	2,296	964	1	1	X	X	X	X	X					X	X	X
Carson City				1												
Churchill				1												
Clark	37,511	2,711	1	1	X	X	X	X	X	X	X	X	X	X	X	X
Douglas																
Elko	1,854		1		X	X	X	X							X	X
Esmeralda		44		1												
Eureka		53		1												
Humboldt	740		1		X	X	X								X	X
Lander		229		1												
Lincoln		100		1												
Lyon	2,576		1			X	X	X			X			X	X	X
Mineral	162		1			X								X		
Nye	1,931		1				X									
Pershing		151		1												
Storey		328		1												
Washoe	14,689		1			X	X	X	X	X	X	X	X	X	X	X
White Pine		262		1												
Other		1		1												
TOTALS	61,759 (With)	4,843 (Without)	8 (With)	10 (Without)												

Registration Data by County: See Exhibit NV\_FY15\_405f\_Exh\_14 and NV\_FY15\_405f\_Exh\_15

Macintosh HD:\Users\christinbott\Library\Containers.com.apple.mail\Data\Library\Mail Downloads\83B61DA4-1856-41FA-8F92-33DAA39A9A03[NV\_FY15\_405f\_Exh\_7 MC Training by County by Month.xls]Sheet1

NV\_FY15\_405f\_Exh\_8

OFFICE OF TRAFFIC SAFETY - MOTORCYCLE SAFETY PROGRAM  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE TEN YEARS ENDED JUNE 30, 2004 TO JUNE 30, 2013

	FY 13	FY12	FY 11	FY 10	FY 09	FY 08	FY 07	FY 06	FY 05	FY04	TOTAL
<b>Revenues</b>											
Motorcycle Safety Fees	\$ 420,551	\$ 411,375	\$ 399,584	\$ 390,551	\$ 399,934	\$ 385,816	\$ 357,968	\$ 333,353	\$ 298,238	\$ 263,396	\$ 3,660,766
Registration Fees	\$ 26,130	\$ 25,140	\$ 27,340	\$ 28,810	\$ 49,145	\$ 43,650	\$ 44,975	\$ 45,094	\$ 33,360	\$ 25,409	\$ 349,053
Treasurer's Interest	\$ 249	\$ 160	\$ 546	\$ 4,208	\$ 9,285	\$ 16,007	\$ 12,735	\$ 8,926	\$ 5,805	\$ 4,749	\$ 62,670
Traffic Safety Grant	\$ 15,120	\$ -	\$ -	\$ 41,000	\$ 88,585	\$ 74,000	\$ -	\$ -	\$ 2,408	\$ 4,829	\$ 225,942
Ins Recvrs/Excess Prop	\$ 13,969	\$ 5,847	\$ -	\$ 15,515	\$ 9,543	\$ -	\$ 2,968	\$ -	\$ -	\$ -	\$ 47,842
<b>Total Revenues</b>	<b>\$ 476,019</b>	<b>\$ 442,522</b>	<b>\$ 427,470</b>	<b>\$ 480,084</b>	<b>\$ 556,492</b>	<b>\$ 519,473</b>	<b>\$ 418,646</b>	<b>\$ 387,373</b>	<b>\$ 339,811</b>	<b>\$ 298,383</b>	<b>\$ 4,346,273</b>
<b>Expenditures</b>											
01 - Personnel	\$ 117,720	\$ 63,645	\$ 56,506	\$ 56,542	\$ 55,863	\$ 53,426	\$ 44,945	\$ 41,851	\$ 41,002	\$ 3,042	\$ 534,542
02 - Out-of-State Travel	\$ 2,753	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,753
03 - In-State Travel	\$ 2,771	\$ -	\$ -	\$ -	\$ 329	\$ 350	\$ 710	\$ 640	\$ 241	\$ 771	\$ 5,812
04 - Operating	\$ 16,526	\$ 75,646	\$ 75,197	\$ 91,207	\$ 83,648	\$ 80,946	\$ 80,639	\$ 77,097	\$ 71,431	\$ 75,113	\$ 727,450
05 - Equipment	\$ 66,646	\$ 67,898	\$ 70,578	\$ 74,000	\$ 71,808	\$ 132,483	\$ 70,721	\$ 80,101	\$ 66,505	\$ 44,070	\$ 744,810
12 - Rider Training	\$ 56,518	\$ 36,531	\$ 26,634	\$ 33,588	\$ 43,602	\$ 29,361	\$ 22,283	\$ 19,141	\$ 19,963	\$ 19,302	\$ 306,923
13 - Advisory Committee	\$ -	\$ -	\$ -	\$ -	\$ 637	\$ 836	\$ 1,778	\$ 2,395	\$ 962	\$ 944	\$ 7,552
16 - Comm College Pymt	\$ 125,240	\$ 122,760	\$ 100,430	\$ 99,550	\$ 103,320	\$ 86,895	\$ 87,330	\$ 84,415	\$ 84,365	\$ 78,275	\$ 972,580
18 - Mobile Classroom	\$ 52,487	\$ 40,342	\$ 43,197	\$ 36,986	\$ 49,851	\$ 46,669	\$ 42,367	\$ 45,417	\$ 34,119	\$ 16,745	\$ 408,180
19 - TrfcStfty Grant/Media	\$ 36,033	\$ 31,690	\$ 84,512	\$ 99,340	\$ 40,975	\$ -	\$ -	\$ -	\$ 2,409	\$ 4,829	\$ 299,788
26 - Information Services	\$ 3,381	\$ 3,383	\$ 2,412	\$ 2,925	\$ 3,204	\$ 2,399	\$ 3,175	\$ 4,122	\$ 2,286	\$ 4,038	\$ 31,325
82 - Intra-Agency Cost Alloc	\$ 40,970	\$ 33,445	\$ 19,579	\$ 19,284	\$ 7,112	\$ 7,245	\$ 15,450	\$ 14,596	\$ 10,043	\$ 9,551	\$ 177,275
87 - Purchasing Assessment	\$ 961	\$ 961	\$ 746	\$ 774	\$ 499	\$ 596	\$ 401	\$ 401	\$ 525	\$ 525	\$ 6,389
88 - Statewide Allocation	\$ 2,771	\$ 2,771	\$ 6,227	\$ 6,227	\$ 5,191	\$ 5,191	\$ 3,989	\$ 3,989	\$ 2,537	\$ 2,537	\$ 41,430
89 - AG Cost Allocation	\$ 371	\$ 334	\$ 303	\$ 406	\$ 312	\$ 304	\$ 207	\$ 214	\$ -	\$ -	\$ 2,451
94 - Reserve for Reversion	\$ -	\$ -	\$ -	\$ 126,418	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 126,418
<b>Total Expenditures</b>	<b>\$ 525,148</b>	<b>\$ 479,406</b>	<b>\$ 486,321</b>	<b>\$ 647,247</b>	<b>\$ 466,351</b>	<b>\$ 446,701</b>	<b>\$ 373,995</b>	<b>\$ 374,379</b>	<b>\$ 336,388</b>	<b>\$ 259,742</b>	<b>\$ 4,395,678</b>
<b>Net change in fund balance</b>	<b>\$ (49,129)</b>	<b>\$ (36,884)</b>	<b>\$ (58,851)</b>	<b>\$ (167,163)</b>	<b>\$ 90,141</b>	<b>\$ 72,772</b>	<b>\$ 44,651</b>	<b>\$ 12,994</b>	<b>\$ 3,423</b>	<b>\$ 38,641</b>	<b>\$ (49,405)</b>
<b>Fund bal beginning of year</b>	<b>\$ 221,871</b>	<b>\$ 258,755</b>	<b>\$ 317,606</b>	<b>\$ 484,769</b>	<b>\$ 394,628</b>	<b>\$ 321,856</b>	<b>\$ 277,205</b>	<b>\$ 264,211</b>	<b>\$ 260,788</b>	<b>\$ 222,147</b>	<b>\$ 163,359</b>
<b>Fund balance end of year</b>	<b>\$ 172,742</b>	<b>\$ 221,871</b>	<b>\$ 258,755</b>	<b>\$ 317,606</b>	<b>\$ 484,769</b>	<b>\$ 394,628</b>	<b>\$ 321,856</b>	<b>\$ 277,205</b>	<b>\$ 264,211</b>	<b>\$ 260,788</b>	<b>\$ 113,954</b>



NV\_FY15\_405f\_Exh\_9

## MARKETING CALENDAR COLOR KEY

**Creative & P&E Production**  
**Mass Media Flights (All Media)**  
**Mass Media (Concentrated Flight)**  
**Campaign Planning & Management**

**Sponsorships**  
**Sponsorship Creative Production**  
**Public Outreach**

[illegible]



**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 2014**

COUNTY	CARS & RVS	TRUCK, VAN, BUS	TRAILER, UTLY, TENT	MOTORCYCLE	OFF- HIGHWAY VEHICLE	TRV-TLR & 5TH WHEEL	TOTAL
CARSON CITY	36,849	14,491	5,913	2,296	1,242	1,505	62,296
CHURCHILL	14,505	9,793	5,668	964	1,390	1,290	33,610
CLARK	1,052,501	234,939	60,133	37,511	11,649	10,191	1,406,924
DOUGLAS	36,851	16,693	9,089	2,711	1,974	2,243	69,561
ELKO	25,720	22,531	11,218	1,854	4,253	2,513	68,089
ESMERALDA	604	645	324	44	51	69	1,737
EUREKA	1,003	1,524	752	53	146	136	3,614
HUMBOLDT	9,718	8,470	4,847	740	1,218	910	25,903
LANDER	3,357	3,122	1,711	229	496	391	9,306
LINCOLN	2,845	2,601	1,573	100	459	368	7,946
LYON	33,103	18,224	9,200	2,576	2,469	2,290	67,862
MINERAL	2,851	2,139	885	162	208	252	6,497
NYE	29,256	17,145	7,598	1,931	1,599	2,053	59,582
PERSHING	2,655	2,523	1,420	151	356	231	7,336
STOREY	3,593	1,920	955	328	281	257	7,334
WASHOE	249,067	83,110	36,404	14,689	8,981	9,741	401,992
WHITE PINE	4,794	5,190	2,442	262	1,126	596	14,410
OTHER	10	15	4	1	22	3	55
TOTAL	1,509,282	445,075	160,136	66,602	37,920	35,039	2,254,054

PROGRAM NAME: AZBR028A RUN: 06/01/2014

2/11/2014

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	
Yesterday	Crashes	Fatals	Yesterday	Crashes	Fatals	Crashes	Fatals
12/30/2013	1	1	12/30/2012	2	2	-1	-1
MONTH	16	17	MONTH	20	21	-4	-4
YEAR	247	268	YEAR	239	262	8	6

CRASH AND FATAL COMPARISON BETWEEN 2012 AND 2013, AS OF CURRENT DATE.

COUNTY	2012 Crashes	2013 Crashes	% CHANGE	2012 Fatalities	2013 Fatalities	% Change	2012 Alcohol Crashes	2013 Alcohol Crashes	% Change	2012 Alcohol Fatalities	2013 Alcohol Fatalities	% Change
CARSON	1	4	300.00%	1	5	400.00%	0	2	200.00%	0	3	300.00%
CHURCHILL	4	1	-75.00%	4	1	-75.00%	0	0	0.00%	0	0	0.00%
CLARK	155	181	16.77%	172	192	11.63%	57	43	-24.56%	63	48	-23.81%
DOUGLAS	5	6	20.00%	7	6	-14.29%	3	2	-33.33%	5	2	-60.00%
ELKO	11	5	-54.55%	12	7	-41.67%	3	1	-66.67%	3	2	-33.33%
ESMERALDA	2	2	0.00%	2	2	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	1	2	100.00%	1	3	200.00%	0	1	100.00%	0	1	100.00%
HUMBOLDT	5	2	-60.00%	5	3	-40.00%	1	0	-100.00%	1	0	-100.00%
LANDER	4	0	-100.00%	4	0	-100.00%	1	0	-100.00%	1	0	-100.00%
LINCOLN	2	5	150.00%	2	5	150.00%	2	2	0.00%	2	2	0.00%
LYON	4	4	0.00%	7	6	-14.29%	1	1	0.00%	1	1	0.00%
MINERAL	2	3	50.00%	2	3	50.00%	0	1	100.00%	0	1	100.00%
NYE	8	8	0.00%	8	11	37.50%	2	1	-50.00%	2	1	-50.00%
PERSHING	1	2	100.00%	1	2	100.00%	0	1	100.00%	0	1	100.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	32	19	-40.63%	32	19	-40.63%	15	4	-73.33%	15	4	-73.33%
WHITE PINE	2	3	50.00%	2	3	50.00%	0	0	0.00%	0	0	0.00%
YTD	239	247	3.35%	262	268	2.29%	85	59	-30.59%	93	66	-29.03%
TOTAL 12	239	---	3.3%	262	---	2.3%	85	---	-30.59%	93	---	-29.03%

2012 AND 2013 ALCOHOL CRASHES AND FATALITIES ARE BASED ON PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2012 AND 2013, AS OF CURRENT DATE.

COUNTY	2012 Vehicle Occupants	2013 Vehicle Occupants	% Change	2012 Peds	2013 Peds	% Change	2012 Motor- Cyclist	2013 Motor- Cyclist	% Change	2012 Bike	2013 Bike	% Change	2012 Other	2013 Other
CARSON	0	3	300.00%	0	2	200.00%	1	0	-100.00%	0	0	0.00%	0	0
CHURCHILL	4	0	-100.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
CLARK	98	85	-13.27%	43	56	30.23%	25	41	64.00%	2	5	150.00%	4	5
DOUGLAS	5	4	-20.00%	1	1	0.00%	1	0	-100.00%	0	1	100.00%	0	0
ELKO	11	7	-36.36%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
ESMERALDA	2	2	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	1	1	0.00%	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	3	3	0.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0
LANDER	3	0	-100.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
LINCOLN	2	4	100.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
LYON	6	4	-33.33%	0	0	0.00%	1	1	0.00%	0	1	100.00%	0	0
MINERAL	2	2	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
NYE	5	8	60.00%	2	1	-50.00%	0	2	200.00%	1	0	-100.00%	0	0
PERSHING	1	1	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
WASHOE	14	5	-64.29%	11	8	-27.27%	6	6	0.00%	0	0	0.00%	1	0
WHITE PINE	0	3	300.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0
YTD	157	132	-15.92%	59	71	20.34%	38	53	39.47%	3	7	133.33%	5	5
TOTAL 12	157	---	-15.92%	59	---	20.34%	38	---	39.47%	3	---	133.33%	5	---

Total 2012 262

## NV\_FY15\_405f\_Exh\_12 Collaboration

### Criteria #2 – **Motorcyclist Awareness Program** Collaboration 2013-2014

*Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues.*

Nevada DOT supports motorcycle safety by displaying messages on the “over freeway” DMS signs:

#### **April 23 - April 26 - Pair With Fatality Count Message**

##### **Motorcycle Awareness - (Laughlin River Run is Apr 23-27))**

Primary Message: Share the Road with Motorcycles

Secondary

Message: Watch for Mortorcycles in Blind Spots

#### **May 22 - May 25 - Pair With Fatality Count Message**

##### **May is Motorcycle Awareness (Run-a-Mucca is May 23-25)**

Primary Message: Share the Road with Motorcycles

Secondary

Message: Click It or Ticket

#### **June 5 - June 8**

##### **Motorcycle Awareness - (Street Vibrations Spring Rally Jun 6-8)**

Primary Message: Share the Road with Motorcycles

Secondary

Message: Watch for Mortorcycles in Blind Spots

#### **June 13 - June 16 - Pair With Fatality Count Message**

##### **Motorcycle Awareness - (Ride to Work Day is June 16, Elko Motorcycle Jamboree is Jun 13-15))**

##### **June 17th is "Ride To Work Day"(Statewide)**

Primary Message: Share the Road with Motorcycles

Secondary

Message: Watch for Mortorcycles in Blind Spots

#### **September 24 - 27**

##### **Motorcycle Awareness - (Street Vibrations Fall Rally is Sep 24-28)**

Primary Message: Share the Road with Motorcycles

Secondary

Message: Watch for Mortorcycles in Blind Spots

## From the Office of Traffic Safety 2013 Report to the Governor's Office:

### 1. 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:

- a. 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.
- b. 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.
- c. Consistent messaging. By using the same advertising messages and visuals, the public will see and remember Nevada's safe driving messages better.
- d. 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.

Three SMARTrainers (Traffic simulator motorcycles) were purchased to reach out to the community. To date events have either been conducted or scheduled at the Army National Guard Motorcycle Safety Day, S.W. Gas safety fair, Mining Association Safety Fair and Reno Harley Davidson. The safety fairs are for the general public and the emphasis during the fairs will be on **educating the general public** on **"Sharing the Road"**. The SMARTrainer will also be used at major motorcycle rallies throughout the state.

Other examples of collaboration with groups and entities include:

The motorcycle Program Administrator serves as a committee member on the Zero Fatalities Lane Departures committee.

Throughout 2013-2014 the Program Administrator has reached out by regularly attending the Northern Nevada Confederation of Clubs monthly meetings to promote motorcycle training courses and to discuss upcoming motorcycle legislation.

Brian Sandoval  
*Governor*



James Wright  
*Director*

Jackie Muth  
*Deputy Director*

**Director's Office**

555 Wright Way  
Carson City, NV 89711-0525

DATE: June 2, 2014

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





**STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES**

**CENTRAL SERVICES AND RECORDS DIVISION**

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THROUGH MAY 2014**

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WHITE PINE	4,794	5,190	2,442	262	1,126	596	14,410
OTHER	10	15	4	1	22	3	55
TOTAL	1,509,282	445,075	160,136	66,602	37,920	35,039	2,254,054

PROGRAM NAME: AZBR028A RUN: 06/01/2014



## NV\_FY15\_405f\_Exh\_15

Registered Motorcycles by County  
Through May, 2014

<u>County</u>	<u>Motorcycles</u>	<u>% by County</u>
Clark	37511	56.3%
Washoe	14689	22.1%
Douglas	2711	4.1%
Lyon	2576	3.9%
Carson City	2296	3.4%
Nye	1931	2.9%
Elko	1854	2.8%
Churchill	964	1.4%
Humboldt	740	1.1%
Storey	328	0.5%
White Pine	262	0.4%
Lander	229	0.3%
Mineral	162	0.2%
Pershing	151	0.2%
Lincoln	100	0.2%
Eureka	53	0.1%
Esmeralda	44	0.1%
Other	<u>1</u>	<u>0.0%</u>
Total	66602	100.0%

## NV\_FY15\_405f\_Exh\_19

### Nevada Population by County July, 2013

<u>County</u>	<u>Population</u>	<u>%</u>
Clark	2031723	72.5%
Washoe	432324	15.4%
Carson City	54668	2.0%
Lyon	52960	1.9%
Elko	53384	1.9%
Douglas	48478	1.7%
Nye	44749	1.6%
Churchill	25322	0.9%
Humboldt	17457	0.6%
White Pine	10095	0.4%
Pershing	6882	0.2%
Lander	6343	0.2%
Lincoln	5020	0.2%
Mineral	4662	0.2%
Storey	4017	0.1%
Eureka	2024	0.1%
<u>Esmeralda</u>	<u>858</u>	<u>0.0%</u>
Total	2800966	100.0%

Source:  
Governor Certified Population Estimates of Nevada's Counties,  
Cities and Towns 2000 to 2013  
Estimates from NV Department of Taxation and  
NV State Demographer, University of NV, Reno

# **Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013** Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

	Percent Change 7/10 - 7/11	JULY 1 2011	Percent Change 7/11 - 7/12	JULY 1 2012	Percent Change 7/12 - 7/13	JULY 1 2013
<b>State of Nevada</b>	-0.1%	2,721,794	1.0%	2,750,217	1.8%	2,800,967
<b>Counties</b>						
<b>Cities</b>						
<b>Towns</b>						
<b>Carson City</b>	0.4%	56,066	-1.1%	55,441	-1.4%	54,668
<b>Churchill County</b>						
<b>Fallon</b>	-4.6%	25,136	0.4%	25,238	0.3%	25,322
	-3.3%	8,609	1.1%	8,706	0.0%	8,706
<b>Clark County</b>						
<b>Boulder City</b>	-0.1%	1,967,722	1.0%	1,988,195	2.2%	2,031,723
<b>Henderson</b>	-0.2%	15,335	2.8%	15,759	-0.8%	15,635
<b>Las Vegas</b>	-0.9%	264,839	0.8%	266,846	2.8%	274,270
<b>Mesquite</b>	0.3%	588,274	0.1%	589,156	1.6%	598,520
<b>North Las Vegas</b>	-16.6%	17,038	-1.5%	16,778	4.2%	17,477
<b>Bunkerville</b>	2.9%	223,873	-0.8%	222,009	1.9%	226,199
<b>Enterprise</b>	-4.5%	1,199	-9.6%	1,084	-1.5%	1,067
<b>Indian Springs</b>	-2.8%	160,632	1.4%	162,872	4.8%	170,699
<b>Laughlin</b>	-13.8%	1,169	2.0%	1,192	0.9%	1,203
<b>Moapa</b>	-8.9%	7,166	17.4%	8,414	5.0%	8,835
<b>Moapa Valley</b>	31.1%	1,390	-21.8%	1,086	0.7%	1,094
<b>Mt. Charleston</b>	2.0%	7,647	-10.2%	6,868	0.0%	6,871
<b>Paradise</b>	-38.7%	655	-1.3%	647	0.7%	651
<b>Searchlight</b>	-2.0%	181,635	1.7%	184,745	1.7%	187,949
<b>Spring Valley</b>	-23.1%	571	-30.7%	395	0.3%	397
<b>Summerlin</b>	-2.4%	172,483	7.2%	184,910	2.1%	188,818
<b>Sunrise Manor</b>	-15.3%	25,141	0.5%	25,260	6.3%	26,855
<b>Whitney</b>	9.0%	191,007	2.9%	196,570	1.6%	199,754
<b>Winchester</b>	4.0%	39,122	-0.5%	38,910	2.4%	39,857
	-5.2%	33,329	-5.1%	31,634	1.0%	31,960

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.

# **Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013**

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

	Percent Change 7/10 - 7/11	JULY 1 2011	Percent Change 7/11 - 7/12	JULY 1 2012	Percent Change 7/12 - 7/13	JULY 1 2013
<b>State of Nevada</b>	-0.1%	2,721,794	1.0%	2,750,217	1.8%	2,800,967
<b>Counties</b>						
<b>Cities</b>						
<b>Towns</b>						
<b>Douglas County</b>	-3.2%	47,661	0.7%	48,015	1.0%	48,478
Gardnerville	9.8%	5,469	0.5%	5,495	0.8%	5,541
Genoa	-11.5%	216	1.3%	219	0.6%	220
Minden	-7.1%	2,984	0.9%	3,010	-0.6%	2,993
<b>Elko County</b>	-4.3%	49,861	3.8%	51,771	3.1%	53,384
Carlin	0.3%	2,376	0.0%	2,376	20.0%	2,851
Elko	1.9%	19,209	6.2%	20,406	2.7%	20,958
Wells	-23.3%	1,174	9.0%	1,280	2.1%	1,307
West Wendover	-10.6%	4,470	-2.3%	4,367	2.0%	4,453
Jackpot	-19.5%	963	-5.1%	914	1.0%	923
Montello	-53.3%	79	-23.5%	60	-0.3%	60
Mountain City	-16.4%	102	7.4%	110	-0.7%	109
<b>Esmeralda County</b>	-27.9%	825	4.3%	860	-0.2%	858
Goldfield	-28.0%	288	-9.9%	259	12.8%	293
Silver Peak	-9.3%	117	9.4%	128	3.4%	132
<b>Eureka County</b>	23.9%	1,994	0.8%	2,011	0.7%	2,024
Crescent Valley	33.8%	396	-6.5%	370	0.2%	371
Eureka (town)	22.4%	611	17.3%	717	0.4%	720
<b>Humboldt County</b>	-6.7%	17,135	1.5%	17,384	0.4%	17,457
Winnemucca	-1.5%	7,839	2.0%	7,997	2.4%	8,185

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.

# **Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013**

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

	Percent Change 7/10 - 7/11	JULY 1 2011	Percent Change 7/11 - 7/12	JULY 1 2012	Percent Change 7/12 - 7/13	JULY 1 2013
<b>State of Nevada</b>	-0.1%	2,721,794	1.0%	2,750,217	1.8%	2,800,967
<b>Counties</b>						
<b>Cities</b>						
<b>Towns</b>						
<b>Lander County</b>						
Austin	-0.1%	5,988	3.9%	6,221	2.0%	6,343
Battle Mountain	-45.2%	171	1.0%	173	-2.2%	169
Kingston	13.8%	3,326	2.9%	3,421	6.9%	3,657
	-61.9%	125	-0.9%	124	0.1%	124
<b>Lincoln County</b>						
Caliente	14.1%	5,284	-3.5%	5,100	-1.6%	5,020
Alamo	-8.5%	1,047	4.0%	1,089	-1.9%	1,068
Panaca	24.7%	627	-7.0%	583	0.0%	583
Pioche	24.8%	781	6.5%	832	-2.5%	811
	11.2%	933	-13.2%	810	-2.5%	790
<b>Lyon County</b>						
Fernley	0.2%	52,443	-0.4%	52,245	1.4%	52,960
Yerington	2.5%	18,896	-0.3%	18,831	0.8%	18,987
	4.3%	3,165	-2.3%	3,094	0.4%	3,106
<b>Mineral County</b>						
Hawthorne	2.9%	4,601	1.7%	4,679	-0.4%	4,662
Luning	-5.8%	3,008	2.6%	3,086	-0.3%	3,076
Mina	12.8%	88	12.3%	99	1.0%	100
Walker Lake	-27.5%	129	25.3%	162	0.9%	163
	-3.5%	307	13.7%	349	-0.7%	346

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.

# **Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013**

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

	Percent Change 7/10 - 7/11	JULY 1 2011	Percent Change 7/11 - 7/12	JULY 1 2012	Percent Change 7/12 - 7/13	JULY 1 2013
<b>State of Nevada</b>	-0.1%	2,721,794	1.0%	2,750,217	1.8%	2,800,967
<b>Counties</b>						
<b>Cities</b>						
<b>Towns</b>						
<b>Nye County</b>						
Amargosa	-2.1%	44,513	-0.5%	44,292	1.0%	44,749
Beatty	-10.8%	1,331	1.7%	1,353	-0.8%	1,342
Gabbs	6.0%	979	3.2%	1,011	-4.5%	966
Manhattan	-7.2%	282	-3.9%	271	-4.4%	259
Pahrump	-9.0%	121	3.4%	125	-0.7%	124
Round Mountain	-2.1%	36,995	-1.1%	36,593	1.2%	37,030
Tonopah	-4.3%	771	4.9%	809	1.6%	822
	-5.7%	2,345	8.8%	2,552	1.6%	2,593
<b>Pershing County</b>						
Lovelock	-4.0%	6,847	2.4%	7,013	-1.9%	6,882
Imlay	-4.5%	2,171	-10.8%	1,936	2.6%	1,987
	-31.3%	160	16.1%	186	31.5%	244
<b>Storey County</b>						
Gold Hill	-2.6%	4,123	-0.5%	4,103	-2.1%	4,017
Virginia City	17.8%	238	-14.1%	204	-2.1%	200
	-13.9%	859	-3.4%	830	1.3%	841
<b>Washoe County</b>						
Reno	1.0%	421,593	1.4%	427,704	1.1%	432,324
Sparks	2.5%	222,801	3.2%	229,859	1.0%	232,243
	0.0%	92,302	-2.3%	90,214	1.5%	91,551
<b>White Pine County</b>						
Ely	5.3%	10,002	-0.6%	9,945	1.5%	10,095
Lund	-3.4%	4,089	-0.6%	4,066	0.8%	4,100
McGill	27.8%	207	-0.4%	206	0.2%	206
Ruth	5.4%	1,168	0.6%	1,175	0.2%	1,177
	5.3%	420	-0.5%	418	1.5%	424

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.

Budget Status Report - Revenue Transaction Detail

Page 1 of 2

[Main Menu](#) > [Budget Status Report Input](#) > [Budget Account List](#) > [Summary Budget Status Report](#) > [Receipts/Funding](#) > [Select Date Range](#) > [Revenue Source Detail](#)  
REPORT DATE AS OF: 06/13/2014  
PROC ID: BSR\_REV\_DET

**STATE OF NEVADA**  
**Office of the State Controller**

**Budget Status Report - Transaction Detail for Selected Revenue Source**

Fiscal Year: 2014

FYTD Amount: 386,667.25

Fund: 101 GENERAL FUND

Budget Account: 4691 MOTORCYCLE SAFETY PROGRAM

Revenue Source: 3774 MOTORCYCLE SAFETY FEES

**Transaction Detail Date Range**

From: 07/01/2013 To: 06/16/2014

Doc Number	Date	Amount
JV 810 6180011304	09/12/2013	21,078.00
JV 810 6180011307	09/12/2013	20,981.00
JV 810 6180011316	09/12/2013	19,524.00
JV 810 6180011318	09/17/2013	19,339.00
JV 810 6180011321	09/19/2013	17,250.00
JV 810 6180011324	10/11/2013	18,102.00
JV 810 6180011328	10/24/2013	16,043.00
JV 810 6180011331	11/06/2013	13,986.00
JV 810 6180011334	11/25/2013	12,622.00
JV 810 6180011338	12/06/2013	8,810.00
JV 810 6180011340	12/23/2013	9,666.00
JV 810 6180011345	01/09/2014	9,378.00
JV 810 6180011347	01/27/2014	10,446.00
JV 810 6180011350	02/13/2014	13,488.00
JV 810 6180011354	02/26/2014	15,060.00
JV 810 6180011357	03/11/2014	15,612.00
JV 810 618001360	03/21/2014	23,016.00
JV 810 6180011365	04/09/2014	23,334.00
JV 810 6180011368	04/25/2014	25,776.00
JV 810 6180011370	05/08/2014	24,276.00
JV 810 6180011373	05/28/2014	24,923.00
JV 810 6180011376	06/13/2014	23,957.25
	<b>Total:</b>	<b>386,667.25</b>

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.



DECENTRALIZED JOURNAL VOUCHER (JVD)  
DEPARTMENT OF MOTOR VEHICLES  
FILE # 810 6180011304

Document # JVD 810 6180011304		Date of Record 8/14/2013		Acct Per 01 / 14		BFY 14		Different Funds <input checked="" type="radio"/> Same Funds <input type="radio"/>	
Header Information		PE JUL 01-15 FY14		Debit Total 53,336.18		Credit Total 53,336.18			
Comments Preparer		PER 01 MFLOOD							
Credit Line Detail									
T A Y P R E	FUND	AGG	ORG	SUB	APPR UNIT	ACTIVITY	FUNCT	OBJ REV BS	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100		454900			4201	AGPLATE
	101	658	0000		469100			3774	21,078.00 MOTORCYCLE SAFETY
	287	931			489500			4151	8,695.00 VICTIMS FEES
	525	440			371900			3893	21,969.00 DEPT OF CORRECTIONS
Debit Line Detail									
E	618	810	0000		622014			9100	594.18 TRANS REV JUL 01-31, FY14
					622012			9105	21,078.00
					622011			9154	9,695.00
					622015			9065	21,969.00
CR APPROVAL									
DR APPROVAL									
DATE 8/14/13									
CONTROLLERS									
KTLADY-07 Rev 08/13									

DMV Revision Date: 9/28/08

Form B JVD-A 31-02 FY14  
NOTE: This series represents the

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C  
REGION: PROD  
STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 09/27/2013  
PAGE: 5

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 01: 07/01/2013 TO 07/15/2013

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
---------------	----------------	------------

OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):

GAS TAX OPTION ADMIN "E" FEE COMMISSION	0.00	0.00
SUPPLIER AUDIT REIMBURSEMENT	0.00	0.00
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	426,864.00	426,864.00
DRIVER LICENSE DIGITIZED PHOTO FEES	128,363.50	128,363.50
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	4,200.00	4,200.00
FINGERPRINT FEES - PERSONNEL	0.00	0.00
SALVAGE TITLE FEES	9,060.00	9,060.00
COUNTY ASSESSOR FEES	0.00	0.00
MOTOR VEHICLE RECORDS SECTION	65,841.00	65,841.00
MOTOR VEHICLE RECORDS SECTION - DP	12,200.00	12,200.00
KIOSK FEES	68,791.00	68,791.00
MOTORCYCLE SAFETY FEES	21,078.00	21,078.00
PRISON INDUSTRY FEE	21,969.00	21,969.00
LAKE TAHOE PLATE FUND	17,105.07	17,105.07
UNLV PLATE FUND	4,276.74	4,276.74
UNR PLATE FUND	7,887.24	7,887.24
VETERAN PLATE FUND	26,733.81	26,733.81
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	11,337.50	11,337.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	9,695.00	9,695.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,573.53	1,573.53
GOVT. SERVICE TAX PENALTIES	0.00	0.00
SPECIALITY PLATE FEE	76,644.50	76,644.50

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.

Freq B JVD-A 31-02 JUL 16-31 FY14



# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C REGION: PROD STATE OF NEVADA DEPARTMENT OF MOTOR VEHICLES ADMINISTRATIVE SERVICES DIVISION RUN DATE: 09/27/2013 PAGE: 5

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 02: 07/16/2013 TO 07/31/2013

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E" FEE COMMISSION	0.00	0.00
SUPPLIER AUDIT REIMBURSEMENT	2,302.04	2,302.04
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	503,820.00	930,684.00
DRIVER LICENSE DIGITIZED PHOTO FEES	140,160.75	268,524.25
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	5,700.00	9,900.00
FINGERPRINT FEES - PERSONNEL	675.00	675.00
SALVAGE TITLE FEES	11,273.75	20,333.75
COUNTY ASSESSOR FEES	5,930.00	5,930.00
MOTOR VEHICLE RECORDS SECTION	567,963.00	633,804.00
MOTOR VEHICLE RECORDS SECTION - DP	40,035.00	52,235.00
KIOSK FEES	72,236.00	141,027.00
MOTORCYCLE SAFETY FEES	20,931.00	42,059.00
PRISON INDUSTRY FEE	25,154.00	47,123.00
LAKE TAHOE PLATE FUND	19,102.25	36,207.32
UNLV PLATE FUND	6,258.69	10,535.43
UNR PLATE FUND	8,955.48	16,842.72
VETERAN PLATE FUND	27,024.79	53,758.60
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	12,104.00	23,441.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	12,775.00	22,470.00
MISSING/EXPLOITED CHILDREN PLATE FUND	2,031.43	3,655.01
GOVT. SERVICE TAX PENALTIES	379,369.64	379,369.64
SPECIALITY PLATE FEE	93,524.00	170,168.50

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.

FILE # 810 6180011316

**DECENTRALIZED JOURNAL VOUCHER (JVD)  
DEPARTMENT OF MOTOR VEHICLES**

Document # JVD 810 6180011316

Different Funds @ Same Funds 0

BFY 14

Date of Record 9/11/2013

Acct Per 03 / 14

Credit Total 55,667.88

Debit Total 55,667.88

Comments PE AUG 01-15, FY14  
Preparer PER 03 MFLOOD

**Credit Line Detail**

T A Y L P E	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNCT	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100		454900			4201		AGPLATE	765.88	AG PLATE
	101	658	0000		469100			3774			19,524.00	MOTORCYCLE SAFETY
	287	931			489500			4151			11,515.00	VICTIMS FEES
	525	440			371900			3893			23,863.00	DEPT OF CORRECTIONS

**Debit Line Detail**

E	618	810	0000	622014	9100	765.88	TRANS REV AUG 01-15, FY14
				622012	9105	19,524.00	
				622011	9154	11,515.00	
				622015	9065	23,863.00	

CR APPROVAL

DR APPROVAL

DATE

CONTROLLERS

DATE 9/12/13

KTLADY-07 Rev 08/13

Form B JVD-A 31-02 AUG 1-15 FY14

DMV Revision Date: 07/2/08

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

RUN DATE: 09/27/2013  
PAGE: 5

STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 03: 08/01/2013 TO 08/15/2013

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E" FEE COMMISSION	0.00	0.00
SUPPLIER AUDIT REIMBURSEMENT	0.00	2,302.04
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	394,300.00	1,324,984.00
DRIVER LICENSE DIGITIZED PHOTO FEES	140,147.00	408,671.25
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	4,987.50	14,887.50
FINGERPRINT FEES - PERSONNEL	0.00	675.00
SALVAGE TITLE FEES	10,295.75	30,629.50
COUNTY ASSESSOR FEES	0.00	5,930.00
MOTOR VEHICLE RECORDS SECTION	96,669.00	730,473.00
MOTOR VEHICLE RECORDS SECTION - DP	59,206.00	111,441.00
KIOSK FEES	67,149.00	208,176.00
MOTORCYCLE SAFETY FEES	19,524.00	61,583.00
PRISON INDUSTRY FEE	23,863.00	70,986.00
LAKE TAHOE PLATE FUND	15,990.80	52,198.12
UNLV PLATE FUND	4,822.31	15,857.74
UNR PLATE FUND	8,983.58	25,826.30
VETERAN PLATE FUND	26,411.67	80,170.27
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	12,362.00	35,803.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	11,515.00	33,985.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,561.54	5,216.55
GOVT. SERVICE TAX PENALTIES	0.00	379,369.64
SPECIALITY PLATE FEE	94,182.00	264,350.50

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.



FILE # 810 6180011318

**DECENTRALIZED JOURNAL VOUCHER (JVD)  
DEPARTMENT OF MOTOR VEHICLES**

Document # JVD 810 6180011318

Different Funds ☒ Same Funds ☐

BFY 14

Acct Per 03 / 14

Date of Record 9/12/2013

Header Information

Credit Total 57,301.02

Debit Total 57,301.02

Comments  
Preparer PE AUG 16-31, FY14  
PER 04 MFLOOD

**Credit Line Detail**

T Y P E	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNC	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100		454900			4201		AGPLATE	807.52	AG PLATE
I	101	658	0000		489100			3774			19,339.00	MOTORCYCLE SAFETY
I	287	931			489500			4151			11,690.00	VICTIMS FEES
I	525	440			371900			3893			25,464.50	DEPT OF CORRECTIONS

**Debit Line Detail**

E	618	810	0000		622014			9100			807.52	TRANS REV AUG 16-31, FY14
					622012			9105			19,339.00	
					622011			9154			11,690.00	
					622015			9065			25,464.50	

CR APPROVAL

DATE

CONTROLLERS

DR APPROVAL

DATE 9/16/13

KTLADV-07 Rev 08/13

Freq B JVD-A 31-02 AUG 16-31 FY14

DMV Revision Date: 9/23/08



# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZ8A015C  
REGION: PROD  
STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 09/27/2013  
PAGE: 5

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 04: 08/16/2013 TO 08/31/2013

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E" FEE COMMISSION	0.00	0.00
SUPPLIER AUDIT REIMBURSEMENT	1,522.08	3,824.12
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	473,965.00	1,798,949.00
DRIVER LICENSE DIGITIZED PHOTO FEES	137,760.25	546,431.50
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	5,038.75	19,926.25
FINGERPRINT FEES - PERSONNEL	600.00	1,275.00
SALVAGE TITLE FEES	10,430.00	41,059.50
COUNTY ASSESSOR FEES	5,962.00	11,892.00
MOTOR VEHICLE RECORDS SECTION	579,177.00	1,309,650.00
MOTOR VEHICLE RECORDS SECTION - DP	21,403.00	132,844.00
KIOSK FEES	73,075.00	281,251.00
MOTORCYCLE SAFETY FEES	19,339.00	80,922.00
PRISON INDUSTRY FEE	25,464.50	96,450.50
LAKE TAHOE PLATE FUND	17,814.97	70,013.09
UNLV PLATE FUND	5,864.81	21,222.55
UNR PLATE FUND	8,339.21	34,165.51
VETERAN PLATE FUND	27,231.43	107,401.70
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	11,968.50	47,772.00
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	11,690.00	45,675.00
MISSING/EXPLOITED CHILDREN PLATE FUND	2,036.74	7,253.29
GOVT. SERVICE TAX PENALTIES	392,959.00	772,328.64
SPECIALITY PLATE FEE	93,837.37	358,187.87

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.

Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

FILE # 810 6180011321

DECENTRALIZED JOURNAL VOUCHER (JVD)														
DEPARTMENT OF MOTOR VEHICLES														
Document # JVD 810 6180011321		Date of Record 9/16/2013		Acct Per 03 / 14		BFY 14		Different Funds @		Same Funds @				
Comments		TRANS REV SEPT 01-15 FY14		Debit Total		47,329.36		Credit Total		47,329.36				
Preparer		PER 05 BARNUM												
<b>Credit Line Detail</b>														
T	A	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNC	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)	
R		101	550	0100		454900			4201		AGPLATE	635.86	AG PLATE	
		101	658	0000		469100			3774			17,250.00	MOTORCYCLE SAFETY	
		287	931			489500			4151			9,065.00	VICTIMS FEES	
		525	440			371900			3893			20,378.50	DEPT OF CORRECTIONS	
<b>Debit Line Detail</b>														
E		618	810	0000		622014			9100			635.86	TRANS REV SEPT 01-15 FY14	
						622012			9105			17,250.00		
						622011			9154			9,065.00		
						622015			9065			20,378.50		
<div style="display: flex; justify-content: space-between;"> <div> CR APPROVAL   DR APPROVAL </div> <div> DATE   DATE 9/19/13 </div> <div> CONTROLLERS   KTLADV-07 Rev 08/13 </div> </div>														

File B JVD-A 31-02 SEPT 1-15 FY14 #6180011321.xls  
Note: This series represents the estimates as certified by the Governor's Office, June 1, 2013.

DMV Revision Date: 9/23/08

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C  
REGION: PROD  
STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 09/27/2013  
PAGE: 5

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 05: 09/01/2013 TO 09/15/2013

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E" FEE COMMISSION	7,703.55	7,703.55
SUPPLIER AUDIT REIMBURSEMENT	0.00	3,824.12
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	322,292.00	2,121,241.00
DRIVER LICENSE DIGITIZED PHOTO FEES	115,146.75	661,573.25
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	3,937.50	23,863.75
FINGERPRINT FEES - PERSONNEL	0.00	1,275.00
SALVAGE TITLE FEES	7,820.00	43,879.50
COUNTY ASSESSOR FEES	0.00	11,892.00
MOTOR VEHICLE RECORDS SECTION	50,605.00	1,360,255.00
MOTOR VEHICLE RECORDS SECTION - DP	3,150.00	135,994.00
KIOSK FEES	64,477.00	345,723.00
MOTORCYCLE SAFETY FEES	17,250.00	98,172.00
PRISON INDUSTRY FEE	20,378.50	116,829.00
LAKE TAHOE PLATE FUND	15,903.97	85,917.06
UNLV PLATE FUND	4,570.12	25,792.67
UNR PLATE FUND	7,103.59	41,269.10
VETERAN PLATE FUND	23,711.09	131,112.79
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	10,159.50	57,931.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	9,065.00	56,740.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,514.78	3,763.07
GOVT. SERVICE TAX PENALTIES	0.00	772,323.64
SPECIALTY PLATE FEE	76,587.15	434,775.02

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.



FILE # 810 6180011324

**DECENTRALIZED JOURNAL VOUCHER (JVD)**  
**DEPARTMENT OF MOTOR VEHICLES**

Document # JVD 810 6180011324

**Header Information**

Date of Record 10/9/2013

Acct Per 04 / 14

BFY 14

Different Funds ☐ Same Funds ☒

Comments PE SEP 16-30, FY14  
Preparer PER 06 MFLOOD

Debit Total 52,796.52

Credit Total 52,796.52

**Credit Line Detail**

TYPE	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNCTION	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100		454900			4201		AG PLATE	807.52	MOTORCYCLE SAFETY
	101	658	0000		469100			3774			18,102.00	VICTIMS FEES
	287	931			489500			4151			9,940.00	DEPT OF CORRECTIONS
	525	440			371900			3893			23,947.00	

**Debit Line Detail**

E	618	810	0000		622014			9100			807.52	TRANS REV SEP 16-30, FY14
					622012			9105			18,102.00	
					622011			9154			9,940.00	
					622015			9065			23,947.00	

CR APPROVAL

DATE 10/11/13

CONTROLLERS

DR APPROVAL

DATE 10/11/13

KTLADV407 Rev 08/13

Freq B JVD-A 31-02 SEPT 16-30 FY14

DMV Revision Date: 9/23/08

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA0158 REGION: PROD STATE OF NEVADA DEPARTMENT OF MOTOR VEHICLES ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 10/09/2013 PAGE: 5

DISBURSEMENTS DETAIL BY PERIOD					
FISCAL YEAR: 2014    REPORT PERIOD 06: 09/16/2013 TO 09/30/2013					
-----					
REVENUE GROUP	ALL AMTS CURR PRD	DISBURSEMENTS CURR PRD	PENDING AMTS CURR PRD	PENDING AMTS PREVIOUS PRD'S	DISBURSEMENTS -FYTD-
-----					
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):					
MV0128 GAS TAX OPTION ADMIN "E" FEE COMMISSION	0.00	0.00	0.00	0.00	7,703.55
MV0130 SUPPLIER AUDIT REIMBURSEMENT	0.00	0.00	0.00	0.00	3,824.12
MV0150 WRECKERS/BODY SHOPS LICENSING	0.00	0.00	0.00	0.00	0.00
MV0180 NV LIVE REINSTATEMENT FEES	403,802.00	403,802.00	0.00	0.00	2,525,043.00
MV0240 DRIVER LICENSE DIGITIZED PHOTO FEES	123,468.25	123,468.25	0.00	0.00	785,046.50
MV0250 DONATIONS TO THE HOMELESS FUND	0.00	0.00	0.00	0.00	0.00
MV0310 FINGERPRINT FEES	3,787.50	3,787.50	0.00	0.00	27,651.25
MV0311 FINGERPRINT FEES - PERSONNEL	450.00	600.00	0.00	0.00	1,875.00
MV0315 SALVAGE TITLE FEES	11,890.00	11,890.00	0.00	0.00	60,769.50
MV0330 COUNTY ASSESSOR FEES	2,982.00	5,588.00	0.00	0.00	17,480.00
MV0360 MOTOR VEHICLE RECORDS SECTION	606,647.00	606,647.00	0.00	0.00	1,966,902.00
MV0390 MOTOR VEHICLE RECORDS SECTION - DP	55,468.00	55,468.00	0.00	0.00	191,462.00
MV0410 KIOSK FEES	67,204.00	67,204.00	0.00	0.00	412,932.00
MV0420 MOTORCYCLE SAFETY FEES	18,102.00	18,102.00	0.00	0.00	116,274.00
MV0450 PRISON INDUSTRY FEE	23,947.00	23,947.00	0.00	0.00	140,776.00
MV0480 LAKE TAHOE PLATE FUND	17,039.80	17,039.80	0.00	0.00	102,956.86
MV0510 UNLV PLATE FUND	4,605.11	4,605.11	0.00	0.00	30,397.78
MV0540 UNR PLATE FUND	8,955.32	8,955.32	0.00	0.00	50,224.42
MV0570 VETERAN PLATE FUND	25,881.06	25,881.06	0.00	0.00	156,993.85
MV0585 VETERANS HOME DONATIONS	0.00	0.00	0.00	0.00	0.00
MV0600 HIGHWAY AND SAFETY FUND - NDOT	10,737.00	10,737.00	0.00	0.00	68,668.50
MV0630 HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00	0.00	0.00	0.00
MV0660 VICTIM'S COMPENSATION FEES	9,940.00	9,940.00	0.00	0.00	64,680.00
MV0690 MISSING/EXPLOITED CHILDREN PLATE FUND	1,850.48	1,850.48	0.00	0.00	10,618.55
MV0720 GOVT. SERVICE TAX PENALTIES	209,340.00	375,004.00	0.00	0.00	1,147,332.64
MV0750 SPECIALITY PLATE FEE	94,346.65	94,346.65	0.00	0.00	529,121.67

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.



FILE # 810.6180011328

**DECENTRALIZED JOURNAL VOUCHER (JVD)  
DEPARTMENT OF MOTOR VEHICLES**

Document # JVD 810 6180011328

Different Funds © Same Funds O

BFY 14

Acct Per 03 / 14

Date of Record 10/18/2013

Comments TRANS REV OCT 01-15 FY14

Preparer PER07 BARNUM

Credit Total 48,706.04

Debit Total 48,706.04

**Credit Line Detail**

T Y P E	FUND	AGCY	ORGE	SUB	UNIT	APPR	ACTIVITY	FUNCT	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100		454900				4201		AGPLATE	667.54	AG PLATE
	101	658	0000		469100				3774			16,043.00	MOTORCYCLE SAFETY
	287	931			489500				4151			10,920.00	VICTIMS FEES
	525	440			371900				3893			21,075.50	DEPT OF CORRECTIONS

**Debit Line Detail**

T Y P E	FUND	AGCY	ORGE	SUB	UNIT	APPR	ACTIVITY	FUNCT	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
E	618	810	0000		622014				9100			667.54	TRANS REV OCT 01-15 FY14
					622012				9105			16,043.00	
					622011				9154			10,920.00	
					622015				9065			21,075.50	

CR APPROVAL

DATE

CONTROLLERS

DR APPROVAL

DATE 10/21/13

KTLADV-07 Rev 08/13

B

Freq B JVD-A 31-02 OCT 1-15 FY14 #6180011328.xls

NOTE: This series represents the estimated as compared to actual year. It is not a true series reflecting Census 2000 or 2010.

DMV Revision Date: 9/23/08





FILE # 810 6180011331

**DECENTRALIZED JOURNAL VOUCHER (JVD)  
DEPARTMENT OF MOTOR VEHICLES**

Document # JVD 810 5180011331

Different Funds ☒ Same Funds ☐

BFY 14

Acct Per 05 / 14

Date of Record 11/1/2013

Credit Total 45,314.50

Debit Total 45,314.50

Comments PE OCT 16-31, FY14  
Preparer PER 08 MFL000

**Credit Line Detail**

TYPE	FUND	AGCY	ORG	SUB	APPRUNIT	ACTIVITY	FUNCTION	OBJ REV	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100		454900			4201		AGPLATE	752.50	AG PLATE
	101	658	0000		469100			3774			13,986.00	MOTORCYCLE SAFETY
	287	931			489500			4151			9,940.00	VICTIMS FEES
	525	440			371900			3893			20,636.00	DEPT OF CORRECTIONS

**Debit Line Detail**

E	618	810	0000		622014			9100			752.50	TRANS REV OCT 16-31, FY14
					622012			9105			13,986.00	
					622011			9154			9,940.00	
					622015			9065			20,636.00	
					</							

CR APPROVAL

DATE

CONTROLLERS

DR APPROVAL

DATE 11/5/13

KTLADV-07 Rev 08/13

Freq B JVD-A 31-02 FY14 PER 08 OCT 15-31 2013

DMV Revision Date: 9/23/08

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C  
REGION: PROD

STATE OF NEVADA

DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION

RUN DATE: 11/02/2013  
PAGE: 5

DISBURSEMENTS BY PERIOD

FISCAL YEAR: 2014 REPORT PERIOD 08: 10/16/2013 TO 10/31/2013

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
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## OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):

GAS TAX OPTION ADMIN "E" FEE COMMISSION	0.00	15,750.88
SUPPLIER AUDIT REIMBURSEMENT	1,404.66	5,228.78
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	407,280.60	3,319,728.60
DRIVER LICENSE DIGITIZED PHOTO FEES	113,871.75	1,023,486.50
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	3,487.50	35,901.25
FINGERPRINT FEES - PERSONNEL	525.00	2,400.00
SALVAGE TITLE FEES	12,920.03	84,299.53
COUNTY ASSESSOR FEES	5,318.00	22,798.00
MOTOR VEHICLE RECORDS SECTION	586,720.00	2,658,354.00
MOTOR VEHICLE RECORDS SECTION - DP	37,191.00	234,653.00
KIOSK FEES	59,895.00	534,532.00
MOTORCYCLE SAFETY FEES	13,986.00	146,303.00
PRISON INDUSTRY FEE	20,636.00	182,487.50
LAKE TAHOE PLATE FUND	15,101.81	132,876.21
UNLV PLATE FUND	3,836.92	38,608.62
UNR PLATE FUND	7,611.40	65,441.57
VETERAN PLATE FUND	23,850.34	208,139.58
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	9,661.00	89,218.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	9,940.00	85,540.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,423.97	13,791.58
GOVT. SERVICE TAX PENALTIES	392,433.09	1,559,765.73
SPECIALTY PLATE FEE	83,578.50	696,599.67

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.

Governor Certified Duplication Estimate of Nevada's Counties, Cities and Towns  
FILE # 810 6180011334

DECENTRALIZED JOURNAL VOUCHER (JVD) DEPARTMENT OF MOTOR VEHICLES																	
Document #		JVD 810		6180011334		Date of Record		11/18/2013		Acct Per 05 / 14		BFY 14		Different Funds ©		Same Funds O	
Comments		TRANS REV NOV 01-15 FY14				Debit Total		42,933.36		Credit Total		42,933.36					
Preparer		PER09 BARNUM															
Credit Line Detail																	
T	A	FUND	AGCY	ORG	SUB	APPR	UNIT	ACTIVITY	FUNCT	BS	OBJ	REV	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)	
R	101	550	0100			454900				4201				AGPLATE	613.36	AG PLATE	
	101	658	0000			469100				3774					12,622.00	MOTORCYCLE SAFETY	
	287	931				489500				4151					9,705.00	VICTIMS FEES	
	525	440				371900				3893					19,993.00	DEPT OF CORRECTIONS	
Debit Line Detail																	
E	618	810	0000			622014				9100					613.36	TRANS REV NOV 01-15 FY14	
						622012				9105					12,622.00		
						622011				9154					9,705.00		
						622015				9065					19,993.00		
CR APPROVAL _____ DATE _____ CONTROLLERS _____																	
DR APPROVAL <u>Matthe Rader</u> DATE <u>11/22/13</u> KTLADV-07 Rev 08/13																	



# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C      STATE OF NEVADA      RUN DATE: 11/22/2013  
REGION: PROD      DEPARTMENT OF MOTOR VEHICLES      PAGE: 5  
ADMINISTRATIVE SERVICES DIVISION

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014      REPORT PERIOD 09: 11/01/2013 TO 11/15/2013

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E" FEE COMMISSION	7,308.83	23,059.71
SUPPLIER AUDIT REIMBURSEMENT	0.00	5,228.78
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	391,161.00	3,710,839.60
DRIVER LICENSE DIGITIZED PHOTO FEES	125,791.50	1,149,278.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	4,425.00	40,326.25
FINGERPRINT FEES - PERSONNEL	0.00	2,400.00
SALVAGE TITLE FEES	11,380.00	95,679.53
COUNTY ASSESSOR FEES	0.00	22,798.00
MOTOR VEHICLE RECORDS SECTION	99,699.00	2,758,053.00
MOTOR VEHICLE RECORDS SECTION - DP	2,050.00	236,703.00
KIOSK FEES	62,626.00	597,158.00
MOTORCYCLE SAFETY FEES	12,622.00	158,925.00
PRISON INDUSTRY FEE	19,993.00	202,480.50
LAKE TAHOE PLATE FUND	14,672.44	147,548.65
UNLV PLATE FUND	4,521.10	63,129.72
UNR PLATE FUND	7,005.48	72,447.05
VETERAN PLATE FUND	25,108.50	233,248.08
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	11,038.00	100,256.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	9,705.00	95,245.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,556.74	15,346.32
GOVT. SERVICE TAX PENALTIES	0.00	1,539,765.73
SPECIALTY PLATE FEE	80,434.20	777,033.87

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.

Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013  
FILE# 810 6180011338

DECENTRALIZED JOURNAL VOUCHER (JVD) DEPARTMENT OF MOTOR VEHICLES																			
Document #		JVD 810		6180011338		Date of Record		12/5/2013		Acct Per		96 / 14		BFY 14		Different Funds		Same Funds	
Comments		PE NOV 16-30, FY14		PER 10 MFLOOD		Debit Total		32,788.19		Credit Total		32,788.19							
Credit Line Detail:																			
T	A	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNC	OBJ	REV	BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)				
R	101	550	0100			454900			4201				AGPLATE	501.69	AG PLATE				
	101	658	0000			469100			3774					8,810.00	MOTORCYCLE SAFETY				
	287	931				489500			4151					7,318.00	VICTIMS FEES				
	525	440				371900			3893					16,158.50	DEPT OF CORRECTIONS				
Debit Line Detail:																			
E	618	810	0000			622014			9100					501.69	TRANS REV NOV 16-30, FY14				
						622012			9105					8,810.00					
						622011			9154					7,318.00					
						622015			9065					16,158.50					
CR APPROVAL												DATE		CONTROLLERS					
DR APPROVAL		Matthew Reed										DATE		12/6/13					
KTLADV-07 Rev 08/13																			

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C  
REGION: PROD  
STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 12/06/2013  
PAGE: 5

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 10: 11/16/2013 TO 11/30/2013  
REVENUE GROUP  
CURRENT PERIOD  
FISCAL YTD

OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E" FEE COMMISSION	0.00	23,059.71
SUPPLIER AUDIT REIMBURSEMENT	0.00	5,228.78
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	332,113.40	4,043,008.00
DRIVER LICENSE DIGITIZED PHOTO FEES	94,229.25	1,243,507.25
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	3,150.00	43,476.25
FINGERPRINT FEES - PERSONNEL	975.00	3,375.00
SALVAGE TITLE FEES	4,060.00	99,739.53
COUNTY ASSESSOR FEES	4,390.00	27,188.00
MOTOR VEHICLE RECORDS SECTION	583,587.00	3,341,640.00
MOTOR VEHICLE RECORDS SECTION - DP	41,247.00	277,950.00
KIOSK FEES	45,854.00	643,012.00
MOTORCYCLE SAFETY FEES	8,810.00	167,735.00
PRISON INDUSTRY FEE	16,158.50	218,639.00
LAKE TAHOE PLATE FUND	11,874.60	159,423.25
UNLV PLATE FUND	2,937.67	46,067.39
UNR PLATE FUND	6,111.85	78,558.90
VETERAN PLATE FUND	19,042.14	252,290.22
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	8,086.00	108,342.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	7,318.00	102,563.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,395.69	16,742.01
GOVT. SERVICE TAX PENALTIES	348,412.00	1,888,177.73
SPECIALITY PLATE FEE	64,662.28	841,696.15

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.

Freq B JVD-A 31-02 DEC 1-15 FY14 #6180011340



# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

RUN DATE: 12/23/2013  
PAGE: 6

STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 11: 12/01/2013 TO 12/15/2013

REVENUE GROUP CURRENT PERIOD FISCAL YTD

## OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):

GAS TAX OPTION ADMIN "E"/PPI - SF	7,703.30	30,763.01
SUPPLIER AUDIT REIMBURSEMENT	0.00	5,228.78
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	360,950.00	4,403,958.00
DRIVER LICENSE DIGITIZED PHOTO FEES	115,026.00	1,358,533.25
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	3,945.00	47,421.25
FINGERPRINT FEES - PERSONNEL	0.00	3,375.00
SALVAGE TITLE FEES	13,620.00	113,359.53
COUNTY ASSESSOR FEES	0.00	27,188.00
MOTOR VEHICLE RECORDS SECTION	65,979.00	3,407,619.00
MOTOR VEHICLE RECORDS SECTION - DP	1,900.00	279,850.00
KIOSK FEES	56,711.00	699,723.00
DAC KIOSK FEES	0.00	0.00
MOTORCYCLE SAFETY FEES	9,666.00	177,401.00
PRISON INDUSTRY FEE	18,970.00	237,609.00
LAKE TAHOE PLATE FUND	13,785.66	173,208.91
UNLV PLATE FUND	4,147.34	50,214.73
UNR PLATE FUND	6,523.52	85,082.42
VETERAN PLATE FUND	25,249.41	277,539.63
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	10,088.00	118,430.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	9,835.00	112,398.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,255.18	17,997.19

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.

DECENTRALIZED JOURNAL VOUCHER (JVD)  
DEPARTMENT OF MOTOR VEHICLES  
FILE # 810 6180011345

Document # JVD 810 6180011345		Date of Record 1/7/2014		Acct Per 07 / 14		BFY 14		Different Funds <input checked="" type="radio"/> Same Funds <input type="radio"/>					
Header Information		Comments PE DEC 16-31, FY14		Debit Total 33,818.84		Credit Total 33,818.84							
Preparer PER 12 MFLOOD													
Credit Line Detail													
TR	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNCT	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)		
R 101	550	0100		454900			4201		AGPLATE	635.84	AG PLATE		
101	658	0000		469100			3774			9,378.00	MOTORCYCLE SAFETY		
287	931			489500			4151			8,995.00	VICTIMS FEES		
525	440			371900			3893			14,810.00	DEPT OF CORRECTIONS		
Debit Line Detail													
E 618	810	0000		622014			9100			635.84	TRANS REV DEC 16-31, FY14		
				622012			9105			9,378.00			
				622011			9154			8,995.00			
				622015			9065			14,810.00			
CR APPROVAL										DATE		CONTROLLERS	
DR APPROVAL										DATE 1/8/14			
												KTLADV-07 Rev 08/13	

Freq B JVD-A 31-02 FY14 PER 12 DEC 15-31 2013

DMV Revision Date: 9/23/08





Consolidated Declaration Estimate of Nevada's Counties, Cities and Towns 2000 to 2013  
FILE # 810 6180011347

DECENTRALIZED JOURNAL VOUCHER (JVD) DEPARTMENT OF MOTOR VEHICLES															
Document #		JVD 810		6180011347		Date of Record		1/16/2014		Acct Per 07 / 14		BFY 14		Different Funds @ Same Funds O	
Comments		TRANS REV JAN 01-15 FY14		Debit Total		38,930.52		Credit Total		38,930.52					
Preparer		PER13 BARNUM													
Credit Line Detail															
T	A	FUND	AGCY	ORG	SUB	UNIT	ACTIVITY	FUNC	OBJ	REV	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)	
R	101	550	0100			454900			4201			AGPLATE	670.02	AG PLATE	
	101	658	0000			469100			3774				10,446.00	MOTORCYCLE SAFETY	
	287	931				489500			4151				9,451.00	VICTIMS FEES	
	525	440				371900			3893				18,363.50	DEPT OF CORRECTIONS	
Debit Line Detail															
E	618	810	0000			622014			9100				670.02	TRANS REV JAN 01-15 FY14	
						622012			9105				10,446.00		
						622011			9154				9,451.00		
						622015			9065				18,363.50		
CR APPROVAL _____ DATE _____ CONTROLLERS _____															
DR APPROVAL <i>Walter R...</i> DATE 1/24/14 KTLA-DV-07 Rev 08/13															

Freq B JVD-A 31-02 JAN 1-15 FY14 #6180011347

DMV Revision Date: 9/23/06

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C  
REGION: PROD

STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION

RUN DATE: 01/17/2014  
PAGE: 6

## DISBURSEMENTS BY PERIOD

FISCAL YEAR: 2014 REPORT PERIOD 13: 01/01/2014 TO 01/15/2014

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E"/PPI - SF	6,945.10	37,703.11
SUPPLIER AUDIT REIMBURSEMENT	0.00	5,820.83
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	386,795.00	5,142,695.50
DRIVER LICENSE DIGITIZED PHOTO FEES	136,403.25	1,607,618.75
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	3,375.00	53,946.25
FINGERPRINT FEES - PERSONNEL	0.00	3,375.00
SALVAGE TITLE FEES	11,511.37	135,010.90
COUNTY ASSESSOR FEES	0.00	31,566.00
MOTOR VEHICLE RECORDS SECTION	56,902.00	3,994,458.00
MOTOR VEHICLE RECORDS SECTION - DP	1,800.00	324,326.00
KIOSK FEES	59,946.00	808,413.00
DAC KIOSK FEES	10.00	10.00
MOTORCYCLE SAFETY FEES	10,446.00	197,225.00
PRISON INDUSTRY FEE	18,363.50	270,782.50
LAKE TAHOE PLATE FUND	15,982.28	204,479.91
UNLV PLATE FUND	4,642.24	58,865.07
UNR PLATE FUND	7,348.21	99,412.67
VETERAN PLATE FUND	24,145.66	324,161.44
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	6,411.00	136,718.00
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	9,451.00	130,844.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,563.15	20,973.31

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.



FILE # 810 6180011350

DECENTRALIZED JOURNAL VOUCHER (JVD) DEPARTMENT OF MOTOR VEHICLES													
Document #		JVD 810		6180011350		Date of Record		2/6/2014		Acct Per 08 / 14		BFY 14	
Comments Preparer		PE JAN 16-31, FY14 PER 14 MFLOOD				Debit Total		47,774.28		Credit Total		47,774.28	
Header Information												Different Funds <input checked="" type="radio"/> Same Funds <input type="radio"/>	
Credit Line Detail													
T	A	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNCTION	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100			454900			4201		AGPLATE	791.28	AG PLATE
	101	658	0000			469100			3774			13,488.00	MOTORCYCLE SAFETY
	287	931				489500			4151			11,516.00	VICTIMS FEES
	525	440				371900			3893			21,979.00	DEPT OF CORRECTIONS
Debit Line Detail													
E	618	810	0000			622014			9100			791.28	TRANS REV JAN 16-31, FY14
						622012			9105			13,488.00	
						622011			9154			11,516.00	
						622015			9065			21,979.00	
CR APPROVAL													
DATE													
CONTROLLERS													
DR APPROVAL													
DATE 2/7/14													
KTLADV-07 Rev 08/13													

Freq B JVD-A 31-02 FY14 PER 14 JAN 16-31 2014  
Note: This series represents the estimates as calculated by the Department of Motor Vehicles.

DMV Revision Date: 9/23/08

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C

REGION: PROD

STATE OF NEVADA

DEPARTMENT OF MOTOR VEHICLES

ADMINISTRATIVE SERVICES DIVISION

RUN DATE: 02/05/2014

PAGE: 6

## DISBURSEMENTS BY PERIOD

FISCAL YEAR: 2014 REPORT PERIOD 14: 01/16/2014 TO 01/31/2014

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E"/PPI - SF	0.00	37,708.11
SUPPLIER AUDIT REIMBURSEMENT	0.00	5,820.83
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	520,472.00	5,663,167.50
DRIVER LICENSE DIGITIZED PHOTO FEES	143,647.50	1,751,266.25
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	5,062.50	59,008.75
FINGERPRINT FEES - PERSONNEL	902.00	4,277.00
SALVAGE TITLE FEES	13,670.00	148,680.90
COUNTY ASSESSOR FEES	4,658.00	36,224.00
MOTOR VEHICLE RECORDS SECTION	526,779.00	4,521,237.00
MOTOR VEHICLE RECORDS SECTION - DP	57,962.00	382,288.00
KIOSK FEES	64,022.00	872,435.00
DAC KIOSK FEES	40.00	50.00
MOTORCYCLE SAFETY FEES	13,488.00	210,713.00
PRISON INDUSTRY FEE	21,979.00	292,761.50
LAKE TAHOE PLATE FUND	15,556.08	220,035.99
UNLV PLATE FUND	5,214.80	64,079.87
UNR PLATE FUND	8,033.80	107,446.47
VETERAN PLATE FUND	25,790.79	349,952.23
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	6,512.50	141,230.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	11,516.00	142,360.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,639.00	22,612.31

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.



**FILE# 810 6180011354**

DMV Revision Date: 9/23/08

RUN DATE: 02/20/2014  
PAGE: 6

STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 15: 02/01/2014 TO 02/15/2014

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E"/PPI - SF	6,238.44	43,946.55
GAS TAX OPTION ADMIN "G"/PPI-MF-FEE COMMISSION	0.00	0.00
SUPPLIER AUDIT REIMBURSEMENT	0.00	5,820.83
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	642,678.00	6,305,845.50
DRIVER LICENSE DIGITIZED PHOTO FEES	143,450.00	1,894,716.25
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	4,012.50	63,021.25
FINGERPRINT FEES - PERSONNEL	0.00	4,277.00
SALVAGE TITLE FEES	9,695.00	158,375.90
COUNTY ASSESSOR FEES	0.00	36,224.00
MOTOR VEHICLE RECORDS SECTION	54,855.00	4,576,092.00
MOTOR VEHICLE RECORDS SECTION - DP	3,200.00	385,488.00
KIOSK FEES	65,642.00	938,077.00
DAC KIOSK FEES	130.00	180.00
MOTORCYCLE SAFETY FEES	15,060.00	225,773.00
PRISON INDUSTRY FEE	21,105.00	313,866.50
LAKE TAHOE PLATE FUND	14,216.40	234,252.39
UNLV PLATE FUND	4,683.06	68,762.93
UNR PLATE FUND	7,691.99	115,138.46
VETERAN PLATE FUND	25,413.21	375,365.44
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	6,721.00	147,951.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	10,500.00	152,860.00

FILE # 810 6180011357

**DECENTRALIZED JOURNAL VOUCHER (JVD)  
DEPARTMENT OF MOTOR VEHICLES**

Document # JVD 810 6180011357

**Header Information**

Date of Record 3/4/2014 Acct Per 09 / 14 BFY 14 Different Funds ☒ Same Funds ☐

Comments PE FEB 16-28, FY14  
Preparer PER 16 MFLOOD

Debit Total 48,558.37 Credit Total 48,558.37

**Credit Line Detail:**

T I A	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNCT	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100		454900			4201		AGPLATE	633.37	AG PLATE
I	101	658	0000		469100			3774			15,612.00	MOTORCYCLE SAFETY
	287	931			489500			4151			11,515.00	VICTIMS FEES
	525	440			371900			3893			20,798.00	DEPT OF CORRECTIONS

**Debit Line Detail:**

E	618	810	0000		622014			9100			633.37	TRANS REV FEB 16-28, FY14
					622012			9105			15,612.00	
					622011			9154			11,515.00	
					622015			9065			20,798.00	

CR APPROVAL

*Cherie McQuinn*

DATE 3/7/14

CONTROLLERS

DR APPROVAL

DATE

KTLADV-07 Rev 08/13

Freq B JVD-A 31-02 FY14 PER 16 FEB 16-28 2014

DMV Revision Date: 9/23/08  
This document is submitted by the Department of Motor Vehicles. It is not a time series reflecting Census 2000 or 2010.



# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015B  
REGION: PROD  
STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 03/11/2014  
PAGE: 6

DISBURSEMENTS DETAIL BY PERIOD					
FISCAL YEAR: 2014    REPORT PERIOD 16: 02/16/2014 TO 02/28/2014					
REVENUE GROUP	ALL AMTS CURR PRD	DISBURSEMENTS CURR PRD	PENDING AMTS CURR PRD	PENDING AMTS PREVIOUS PRD'S	DISBURSEMENTS -FYTD-
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):					
MV0128 GAS TAX OPTION ADMIN "E"/PPI - SF	0.00	0.00	0.00	0.00	43,946.55
MV0129 GAS TAX OPTION ADMIN "G"/PPI-MF-FEE COM	858.00	0.00	858.00	0.00	0.00
MV0130 SUPPLIER AUDIT REIMBURSEMENT	1,637.17	1,637.17	0.00	0.00	7,458.00
MV0150 WRECKERS/BODY SHOPS LICENSING	0.00	0.00	0.00	0.00	0.00
MV0180 NV LIVE REINSTATEMENT FEES	670,895.00	670,895.00	0.00	0.00	6,976,740.50
MV0240 DRIVER LICENSE DIGITIZED PHOTO FEES	120,458.25	120,458.25	0.00	0.00	2,015,174.50
MV0241 DAC DIGITIZED PHOTO FEES	0.00	0.00	0.00	0.00	0.00
MV0250 DONATIONS TO THE HOMELESS FUND	0.00	0.00	0.00	0.00	0.00
MV0310 FINGERPRINT FEES	4,725.00	4,725.00	0.00	0.00	67,746.25
MV0311 FINGERPRINT FEES - PERSONNEL	37.50	300.00	0.00	0.00	4,577.00
MV0315 SALVAGE TITLE FEES	13,260.00	13,260.00	0.00	0.00	171,635.90
MV0330 COUNTY ASSESSOR FEES	2,510.00	4,698.00	0.00	0.00	40,922.00
MV0360 MOTOR VEHICLE RECORDS SECTION	658,997.00	658,997.00	0.00	0.00	5,235,089.00
MV0390 MOTOR VEHICLE RECORDS SECTION - DP	43,695.00	43,695.00	0.00	0.00	429,183.00
MV0410 KIOSK FEES	63,862.00	63,862.00	0.00	0.00	1,001,939.00
MV0411 DAC KIOSK FEES	70.00	70.00	0.00	0.00	250.00
MV0420 MOTORCYCLE SAFETY FEES	15,612.00	15,612.00	0.00	0.00	241,385.00
MV0450 PRISON INDUSTRY FEE	20,798.00	20,798.00	0.00	0.00	334,664.50
MV0480 LAKE TAHOE PLATE FUND	12,728.70	12,728.70	0.00	0.00	246,981.09
MV0510 UNLV PLATE FUND	4,559.01	4,559.01	0.00	0.00	73,321.94
MV0540 UNR PLATE FUND	7,125.21	7,125.21	0.00	0.00	122,263.67
MV0570 VETERAN PLATE FUND	23,243.33	23,243.33	0.00	0.00	398,608.77
MV0585 VETERANS HOME DONATIONS	0.00	0.00	0.00	0.00	0.00
MV0600 HIGHWAY AND SAFETY FUND - NDOT	5,409.50	5,409.50	0.00	0.00	153,361.00
MV0630 HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00	0.00	0.00	0.00
MV0660 VICTIM'S COMPENSATION FEES	11,515.00	11,515.00	0.00	0.00	164,375.00

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.

FILE # 810 618001360

Freq B JVD-A 31-02 MAR 1-15 FY14 PER17

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C  
REGION: PROD  
STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 03/20/2014  
PAGE: 6

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 17: 03/01/2014 TO 03/15/2014

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E"/PPI - SF	6,274.62	50,221.17
GAS TAX OPTION ADMIN "G"/PPI-MF-FEE COMMISSION	3,681.17	3,681.17
SUPPLIER AUDIT REIMBURSEMENT	0.00	7,458.00
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	627,950.00	7,604,690.50
DRIVER LICENSE DIGITIZED PHOTO FEES	148,164.50	2,163,339.00
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	4,312.50	72,058.75
FINGERPRINT FEES - PERSONNEL	0.00	4,577.00
SALVAGE TITLE FEES	6,020.00	177,655.90
COUNTY ASSESSOR FEES	0.00	40,922.00
MOTOR VEHICLE RECORDS SECTION	66,654.00	5,301,743.00
MOTOR VEHICLE RECORDS SECTION - DP	550.00	429,733.00
KIOSK FEES	84,948.00	1,086,887.00
DAC KIOSK FEES	70.00	320.00
MOTORCYCLE SAFETY FEES	23,016.00	264,401.00
PRISON INDUSTRY FEE	26,731.45	361,395.95
LAKE TAHOE PLATE FUND	16,914.37	263,895.46
UNLV PLATE FUND	5,426.07	78,748.01
UNR PLATE FUND	9,646.53	131,910.20
VETERAN PLATE FUND	30,995.03	429,603.80
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	6,856.00	160,217.00
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	11,130.00	175,505.00

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.



FILE # 810 6180011365

DECENTRALIZED JOURNAL VOUCHER (JVD)														
DEPARTMENT OF MOTOR VEHICLES														
Document #		JVD 810		6180011365		Date of Record		4/4/2014		Acct Per		10 / 14		
Header Information		PE MAR 16-31, FY14		PER 18 MFLOOD		Debit Total		62,589.92		Credit Total		62,589.92		
Comments		PE MAR 16-31, FY14		PER 18 MFLOOD		Debit Total		62,589.92		Credit Total		62,589.92		
Preparer														
Credit Line Detail														
T	A	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNCTION	OBJ	REV	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100			454900			4201			AGPLATE	760.92	AG PLATE
	101	658	0000			469100			3774				23,334.00	MOTORCYCLE SAFETY
	287	931				489500			4151				11,805.00	VICTIMS FEES
	525	440				371900			3893				26,690.00	DEPT OF CORRECTIONS
Debit Line Detail														
E	618	810	0000			622014			9100				760.92	TRANS REV MAR 16-31, FY14
						622012			9105				23,334.00	
						622011			9154				11,805.00	
						622015			9065				26,690.00	
CR APPROVAL														
DATE														
CONTROLLERS														
DR APPROVAL														
DATE 4/8/14														
KTLADV-07 Rev 08/13														

Freq B JVD-A 31-02 FY14 PER 18 MAR 16-31 2014

DMV Revision Date: 9/23/08

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

RUN DATE: 04/02/2014  
PAGE: 6

STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 18: 03/16/2014 TO 03/31/2014

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E"/PPI - SF	0.00	50,221.17
GAS TAX OPTION ADMIN "G"/PPI-MF-FEE COMMISSION	0.00	3,681.17
SUPPLIER AUDIT REIMBURSEMENT	7,270.10	14,728.10
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	571,160.00	8,175,850.50
DRIVER LICENSE DIGITIZED PHOTO FEES	144,799.50	2,308,138.50
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	4,875.00	76,933.75
FINGERPRINT FEES - PERSONNEL	787.50	5,364.50
SALVAGE TITLE FEES	15,459.25	193,115.15
COUNTY ASSESSOR FEES	5,992.00	46,914.00
MOTOR VEHICLE RECORDS SECTION	639,662.00	5,941,405.00
MOTOR VEHICLE RECORDS SECTION - DP	41,653.00	471,386.00
KIOSK FEES	79,513.00	1,166,400.00
DAC KIOSK FEES	125.00	445.00
MOTORCYCLE SAFETY FEES	23,334.00	287,735.00
PRISON INDUSTRY FEE	26,690.00	388,085.95
LAKE TAHOE PLATE FUND	16,327.62	280,223.08
UNLV PLATE FUND	6,057.01	84,805.02
UNR PLATE FUND	8,810.79	140,720.99
VETERAN PLATE FUND	29,395.75	458,999.55
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	6,290.00	166,507.00
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	11,805.00	187,310.00

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.



Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

FILE# 810 6180011368

DECENTRALIZED JOURNAL VOUCHER (JVD)															
DEPARTMENT OF MOTOR VEHICLES															
Document #		JVD 810		6180011368		Date of Record		4/23/2014		Acct Per		10 / 14		BFY 14	
Header Information		Date of Record		4/23/2014		Acct Per		10 / 14		BFY		14		Different Funds © Same Funds ○	
Comments		TRANS REV APR 01-15 FY14		Debit Total		64,761.17		Credit Total		64,761.17					
Preparer		PER19 LGALLOWAY													
<b>Credit Line Detail</b>															
T	A	FUND	AGCY	ORG	SUB	APPR	UNIT	ACTIVITY	FUNCTION	OBJ	REV	BS	SUB	JOB	AMOUNT
R	101	550	0100			454900				4201				AGPLATE	679.17
	101	658	0000			469100				3774				MOTORCYCLE SAFETY	25,776.00
	287	931				489500				4151				VICTIMS FEES	13,755.00
	525	440				371900				3893				DEPT OF CORRECTIONS	24,551.00
<b>Debit Line Detail</b>															
E	618	810	0000			622014				9100				TRANS REV APR 01-15 FY14	679.17
						622012				9105					25,776.00
						622011				9154					13,755.00
						622015				9065					24,551.00
<div style="display: flex; justify-content: space-between;"> <div> CR APPROVAL _____  DR APPROVAL <i>Chae mance</i> </div> <div> DATE _____  DATE <i>4/24/14</i> </div> <div> CONTROLLERS _____  KTLADV-07 Rev 08/13 </div> </div>															

Freq B JVD-A 31-02 APR 1-15 FY14 PER19

DMV Revision Date: 9/23/08

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C  
REGION: PROD  
STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 04/21/2014  
PAGE: 6

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 19: 04/01/2014 TO 04/15/2014

REVENUE GROUP CURRENT PERIOD FISCAL YTD

## OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):

GAS TAX OPTION ADMIN "E"/PPI - SF	9,169.79	63,072.13
SUPPLIER AUDIT REIMBURSEMENT	0.00	14,728.10
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	494,150.00	8,670,000.50
DRIVER LICENSE DIGITIZED PHOTO FEES	144,662.25	2,452,800.75
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	4,837.50	81,771.25
FINGERPRINT FEES - PERSONNEL	0.00	5,364.50
SALVAGE TITLE FEES	8,950.00	202,065.15
COUNTY ASSESSOR FEES	0.00	46,914.00
MOTOR VEHICLE RECORDS SECTION	76,809.00	6,018,214.00
MOTOR VEHICLE RECORDS SECTION - DP	9,300.00	480,686.00
KIOSK FEES	75,249.00	1,241,649.00
DAC KIOSK FEES	90.00	535.00
MOTORCYCLE SAFETY FEES	25,776.00	313,511.00
PRISON INDUSTRY FEE	24,551.00	412,636.95
LAKE TAHOE PLATE FUND	16,340.18	296,563.26
UNLV PLATE FUND	5,813.71	90,618.73
UNR PLATE FUND	8,485.85	149,206.84
VETERAN PLATE FUND	27,746.05	486,745.60
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	6,672.00	173,179.00
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	13,755.00	201,065.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,810.19	31,623.08

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.



DECENTRALIZED JOURNAL VOUCHER (JVD)  
DEPARTMENT OF MOTOR VEHICLES

FILE # 810 6180011370

Document # JVD 810 6180011370		Date of Record 5/1/2014		Acct Per 11 / 14		BFY 14		Different Funds @ Same Funds O				
<b>Header Information</b>		PE APR 16-30 FY14		PER20 BARNUM		Debit Total 59,957.05		Credit Total 59,957.05				
Comments Preparer												
<b>Credit Line Detail</b>												
T	A	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNC	OBJ REV BS	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100			454900			4201	AGPLATE	545.05	AG PLATE
	101	658	0000			469100			3774		24,276.00	MOTORCYCLE SAFETY
	287	931				489500			4151		11,760.00	VICTIMS FEES
	525	440				371900			3893		23,376.00	DEPT OF CORRECTIONS
<b>Debit Line Detail</b>												
E	618	810	0000			622014			9100		545.05	PE APR 16-30 FY14
						622012			9105		24,276.00	
						622011			9154		11,760.00	
						622015			9065		23,376.00	
CR APPROVAL										CONTROLLERS		
DR APPROVAL										DATE 5/7/14		
										KTLADV-07 Rev 08/13		

Freq B JVD-A 31-02 FY14 PER 20 APR 16-30 2014 6180011370  
Note: This series represents the estimates as submitted by the Department.

DMV Revision Date: 9/23/08

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C

REGION: PROD

STATE OF NEVADA

DEPARTMENT OF MOTOR VEHICLES

ADMINISTRATIVE SERVICES DIVISION

RUN DATE: 05/02/2014

PAGE: 6

DISBURSEMENTS BY PERIOD

FISCAL YEAR: 2014 REPORT PERIOD 20: 04/16/2014 TO 04/30/2014

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E"/PPI - SF	0.00	63,072.13
SUPPLIER AUDIT REIMBURSEMENT	2,496.73	17,224.83
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	514,200.00	9,184,200.50
DRIVER LICENSE DIGITIZED PHOTO FEES	140,732.00	2,593,532.75
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	4,162.50	85,933.75
FINGERPRINT FEES - PERSONNEL	337.50	5,702.00
SALVAGE TITLE FEES	8,580.00	210,645.15
COUNTY ASSESSOR FEES	5,884.00	52,798.00
MOTOR VEHICLE RECORDS SECTION	633,979.00	6,652,193.00
MOTOR VEHICLE RECORDS SECTION - DP	39,716.00	520,402.00
KIOSK FEES	70,045.00	1,311,694.00
DAC KIOSK FEES	60.00	595.00
MOTORCYCLE SAFETY FEES	24,276.00	337,787.00
PRISON INDUSTRY FEE	23,376.00	436,012.95
LAKE TAHOE PLATE FUND	15,524.41	312,087.67
UNLV PLATE FUND	5,140.61	95,759.34
UNR PLATE FUND	8,428.80	157,635.64
VETERAN PLATE FUND	27,645.07	514,390.67
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	6,463.50	179,642.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	11,760.00	212,825.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,580.46	33,203.54

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.



Freq B JVD-A 31-02 MAY 1-15 FY14 PER 21

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C  
REGION: PROD  
STATE OF NEVADA  
DEPARTMENT OF MOTOR VEHICLES  
ADMINISTRATIVE SERVICES DIVISION  
RUN DATE: 05/26/2014  
PAGE: 6

DISBURSEMENTS BY PERIOD  
FISCAL YEAR: 2014 REPORT PERIOD 21: 05/01/2014 TO 05/15/2014

REVENUE GROUP	CURRENT PERIOD	FISCAL YTD
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):		
GAS TAX OPTION ADMIN "E"/PPI - SF	10,425.11	73,497.24
SUPPLIER AUDIT REIMBURSEMENT	0.00	17,224.83
WRECKERS/BODY SHOPS LICENSING	0.00	0.00
NV LIVE REINSTATEMENT FEES	436,130.00	9,620,380.50
DRIVER LICENSE DIGITIZED PHOTO FEES	142,705.25	2,736,238.00
DAC DIGITIZED PHOTO FEES	0.00	0.00
DONATIONS TO THE HOMELESS FUND	0.00	0.00
FINGERPRINT FEES	3,750.00	89,683.75
FINGERPRINT FEES - PERSONNEL	0.00	5,702.00
SALVAGE TITLE FEES	12,500.00	223,145.15
COUNTY ASSESSOR FEES	0.00	52,798.00
MOTOR VEHICLE RECORDS SECTION	145,031.00	6,797,224.00
MOTOR VEHICLE RECORDS SECTION - DP	62,761.00	583,163.00
KIOSK FEES	72,338.00	1,384,032.00
DAC KIOSK FEES	125.00	720.00
MOTORCYCLE SAFETY FEES	24,923.00	362,710.00
PRISON INDUSTRY FEE	23,189.50	459,202.45
LAKE TAHOE PLATE FUND	15,711.56	327,799.23
UNLV PLATE FUND	5,108.47	100,867.81
UNR PLATE FUND	7,114.27	164,749.91
VETERAN PLATE FUND	29,085.72	543,476.39
VETERANS HOME DONATIONS	0.00	0.00
HIGHWAY AND SAFETY FUND - NDOT	6,556.00	186,198.50
HIGHWAY AND SAFETY FUND - DMV 65%	0.00	0.00
VICTIM'S COMPENSATION FEES	12,390.00	225,215.00
MISSING/EXPLOITED CHILDREN PLATE FUND	1,676.43	34,879.97

Note: This series represents the estimates as certified by NV's Governor each year. It is not a time series reflecting various years.



2014-2015 Budget Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

FILE # 810 6180011376

DECENTRALIZED JOURNAL VOUCHER (JVD) DEPARTMENT OF MOTOR VEHICLES												
Document # JVD 810 6180011376		Date of Record 6/5/2014		Acct Per 11 / 14		BFY 14		Different Funds @		Same Funds @		
Comments Preparer		PE MAY 16-31 FY14 PER22 BARNUM		Debit Total		58,767.26		Credit Total		58,767.26		
<b>Credit Line Detail</b>												
T A Y L P R E E	FUND	AGCY	ORG	SUB	APPR UNIT	ACTIVITY	FUNC	OBJ REV BS	SUB	JOB	AMOUNT	DESCRIPTION (MAX 25 CHARACTERS)
R	101	550	0100		454900			4201		AGPLATE	695.01	AG PLATE
	101	658	0000		469100			3774			23,957.25	MOTORCYCLE SAFETY
	287	931			489500			4151			11,380.00	VICTIMS FEES
	525	440			371900			3893			22,735.00	DEPT OF CORRECTIONS
<b>Debit Line Detail</b>												
E	618	810	0000		622014			9100			695.01	PE MAY 16-31 FY14
					622012			9105			23,957.25	
					622011			9154			11,380.00	
					622015			9065			22,735.00	
<div style="display: flex; justify-content: space-between;"> <div> CR APPROVAL   DR APPROVAL </div> <div> Cherie Mufson  Cherie Mufson 6/12/14  DATE </div> <div> CONTROLLERS </div> </div>												

KTLADV-07 Rev 08/13

Freq B JVD-A 31-02 FY14 PER 22 MAY 16-31 2014 6180011376

DMV Revision Date: 9/23/08

Note: This series represents the estimates as certified by NV's Governor each year. It is not a guarantee.

# Governor Certified Population Estimates of Nevada's Counties, Cities and Towns 2000 to 2013

Estimates from NV Department of Taxation and NV State Demographer, University of NV, Reno

AZBA015C		STATE OF NEVADA		Percent		Percent		RUN DATE: 06/06/2014	
REGION: PROD		DEPARTMENT OF MOTOR VEHICLES		DISBURSEMENTS BY PERIOD		FISCAL YTD		PAGE: 6	
		ADMINISTRATIVE SERVICES DIVISION		CURRENT PERIOD		FISCAL YTD			
		FISCAL YEAR: 2014		REPORT PERIOD 22: 05/16/2014 TO 05/31/2014					
REVENUE GROUP									
OTHER MOTOR VEHICLE FUND REVENUE (CONTINUED):									
GAS TAX OPTION ADMIN "E"/PPI - SF				0.00		73,497.24			
SUPPLIER AUDIT REIMBURSEMENT				14,372.35		31,597.18			
WRECKERS/BODY SHOPS LICENSING				0.00		0.00			
NV LIVE REINSTATEMENT FEES				490,925.00		10,111,305.50			
DRIVER LICENSE DIGITIZED PHOTO FEES				137,466.25		2,873,704.25			
DAC DIGITIZED PHOTO FEES				0.00		0.00			
DONATIONS TO THE HOMELESS FUND				0.00		0.00			
FINGERPRINT FEES				4,725.00		94,408.75			
FINGERPRINT FEES - PERSONNEL				262.50		5,964.50			
SALVAGE TITLE FEES				9,520.00		232,665.15			
COUNTY ASSESSOR FEES				5,868.00		58,666.00			
MOTOR VEHICLE RECORDS SECTION				550,043.00		7,347,267.00			
MOTOR VEHICLE RECORDS SECTION - DP				26,597.00		609,760.00			
KIOSK FEES				74,628.00		1,458,660.00			
DAC KIOSK FEES				65.00		785.00			
MOTORCYCLE SAFETY FEES				23,957.25		386,667.25			
PRISON INDUSTRY FEE				22,735.00		481,937.45			
LAKE TAHOE PLATE FUND				16,058.94		343,858.17			
UNLV PLATE FUND				5,576.82		106,444.63			
UNR PLATE FUND				7,527.09		172,277.00			
VETERAN PLATE FUND				26,966.81		570,443.20			
VETERANS HOME DONATIONS				0.00		0.00			
HIGHWAY AND SAFETY FUND - NDOT				6,001.50		192,200.00			
HIGHWAY AND SAFETY FUND - DHV 65%				0.00		0.00			
VICTIM'S COMPENSATION FEES				11,380.00		236,595.00			
MISSING/EXPLOITED CHILDREN PLATE FUND				1,785.99		36,665.96			
Winnemucca									

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.

# APPENDIX E

## 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 "benefitting 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

## 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.