

**STATE OF NEVADA**  
**HIGHWAY SAFETY PLAN**  
**FISCAL YEAR 2008**



Prepared by the

**OFFICE OF TRAFFIC SAFETY**

**DEPARTMENT OF PUBLIC SAFETY**

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

For the

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**UNITED STATES DEPARTMENT OF TRANSPORTATION**

**August 24, 2007**





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**August 24, 2007**

**Dear Nevada Highway Users:**

**On behalf of the Nevada Office of Traffic Safety, I am pleased to present our State's Federal Fiscal Year (FFY) 2008 Highway Safety Plan. This plan is submitted in compliance with the Interim Final Rule, Published June 26, 1997, supplementing Section 402 of the Highway Safety Act of 1966, Title 23 of the United States Code.**

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

**The plan consists of four major elements:**

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

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

**Sincerely,**

**Phil Galeoto  
Governor's Highway Safety Representative  
Director, Nevada Department of Public Safety**



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## Executive Summary

### *Mission Statement*

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

As directed by N.R.S. 223.200, and in keeping with federal guidelines, the Department of Public Safety - Office of Traffic Safety (DPS-OTS) prepares a Highway Safety Plan for each federal fiscal year. The plan offered on the following pages includes the details and funding levels for various projects to improve traffic safety in the State during the fiscal year beginning October 1, 2007.

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

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

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

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

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

resulted in a consistent increase in usage rates. The official usage rate reached 94.8% in 2005, an increase of over 27% compared to the 2002 starting point. In 2006, Nevada was again over 90% with a usage rate of 91.2%. Nevada's preliminary 2007 usage rate again indicates a percentage of over 90%.

For the fiscal year beginning October 1, 2007, a total of \$1.75 million in federal traffic safety funds will be allocated to innovative traffic safety programs. The \$1.75 million represents new 402 funding plus some 402 carry-forward funds. This document details those plans. At the conclusion of this summary is a review of traffic safety problems in Nevada. This is followed by the objectives, which outline the program goals and provide benchmarks for evaluation of the plan. While the primary goal of this plan is to reduce the number of people killed or injured on Nevada's highways, measurement of objectives within specific program areas will be used to assess its overall effectiveness.

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

The projects listed include all projects. Funding sources include: 402, 403, 405, 408, 410 and 2010. Funding charts show percent (%) by program area and share to local for 402, a second set of charts shows the same information for all funding sources combined.

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

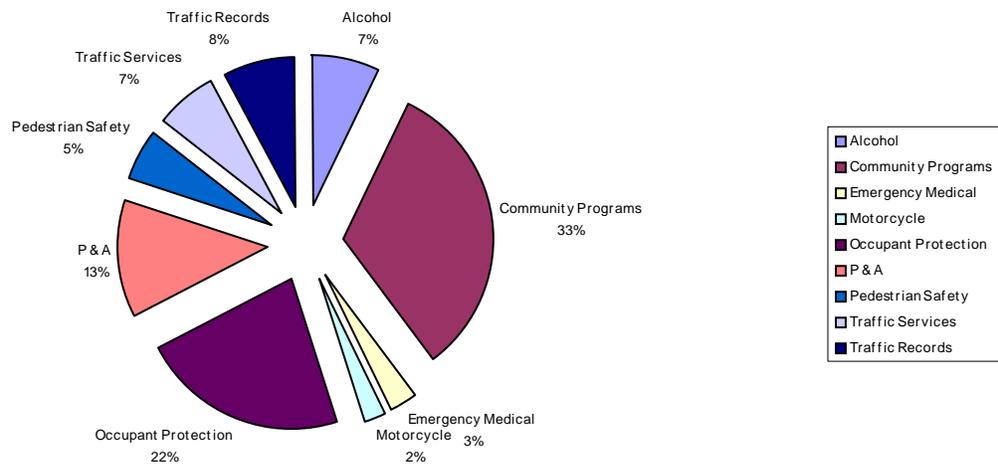
As required by Federal statutes, a detailed cost summary is included. An annual report to evaluate the implementation, administration, and effectiveness of this plan will be prepared in December 2008.

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

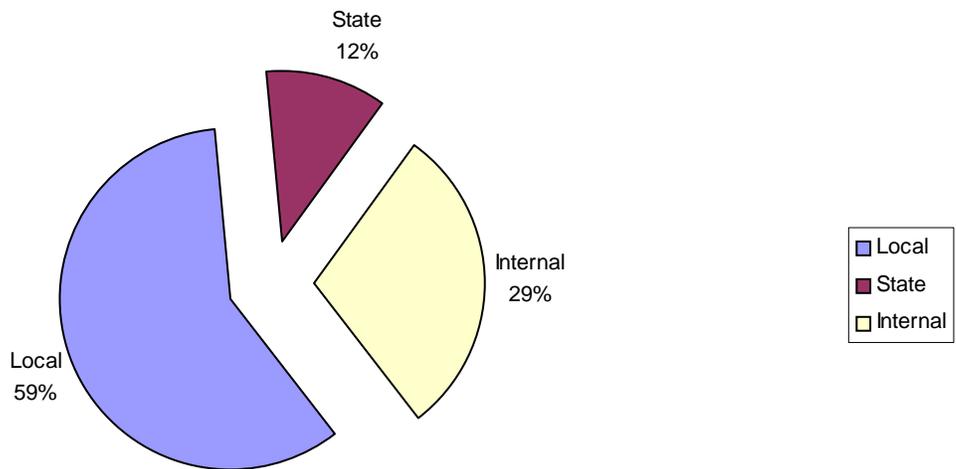
The total anticipated funding for 402 is \$ 1,710,807 (new funding + carry forward).

The total anticipated funding for all sources is \$ 4,411,502.

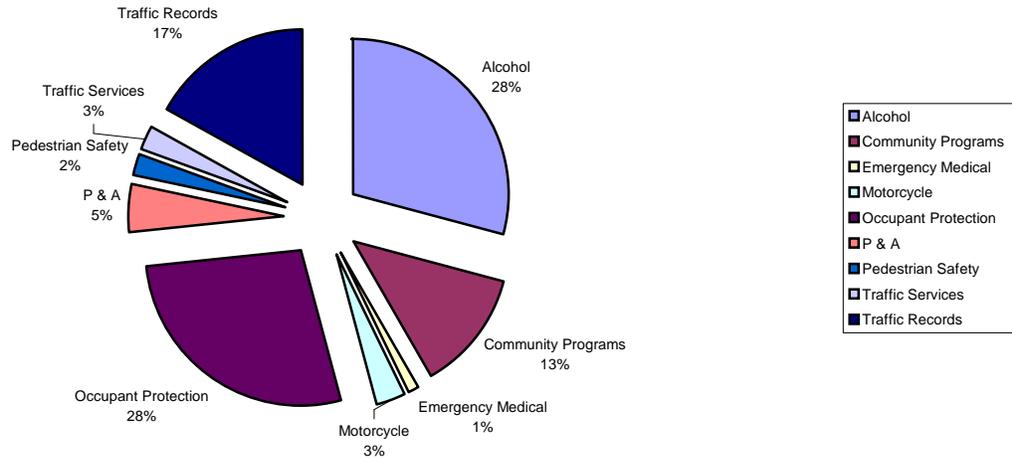
### 402 Funds by Program Area



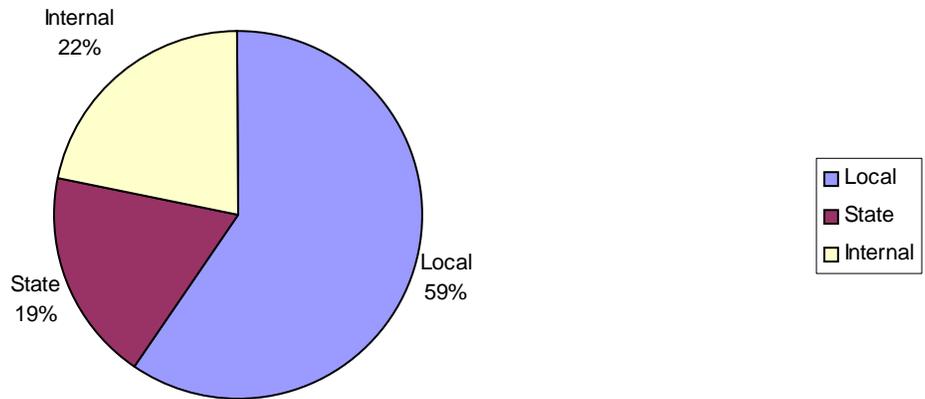
### 402 Share to Local



**All Funding by Program Area: FFY 2008**



**All Funding, Share to Local FFY 2008**



The total projected funding includes: 402, 403, 405, 408, 410 and 2010.

## **Introduction**

The Highway Safety Plan outlines both the current traffic safety situation in Nevada and the plan for improving traffic safety during FFY 2008. A major component of the Highway Safety Plan is the projects that will be funded during the year. These projects are implemented by local agencies, community coalitions, regional and state agencies, and cooperative efforts by multiple entities throughout Nevada.

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

All of the proposals received are ranked by; each analyst, office management, and FARS analyst. In addition, several individuals with traffic safety knowledge within Nevada also rank the proposals. After this review and ranking process, the overall traffic safety goals of Nevada's Office of Traffic Safety are compared to the new proposals. These areas of concern (priority program areas) were clearly identified in the RFA. If areas of concern are not adequately addressed, funding is reserved for a community partner or appropriate agency who is then solicited to implement a program in the desired area. Joining Forces is an outstanding example of a successful program developed by OTS and adopted by multiple law enforcement agencies statewide. This step allows the Office of Traffic Safety to be more proactive in ensuring the top priority areas and the most effective programs are receiving funding

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

## **Problem Identification**

### **Data Sources**

Data on traffic crashes is collected from two primary sources. Fatal crash data is furnished by an in-house FARS analyst and NHTSA contractors. The non-fatal crash data is supplied by Nevada Department of Transportation. The most recent annual data, 2003 for the non-fatal crashes and 2006 FARS data, and the historical trends are analyzed. Because of Nevada's extraordinary growth in population, demographic data is also reviewed using the most current (2000) census data and projections for 2008 from the Nevada state demographer.

## Demographics

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

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

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

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

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

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

## Fatalities

Nevada had an unusual circumstance from 1999 to 2001. The actual number of fatalities decreased while the population increased at the highest rate in the Nation. Fatalities were down by 13.9% and the population was up by approximately 20%. Starting in 2002, the trend has been upwards in both fatalities and population. Fatalities during the 2002 to 2005 period were up 36.4%, from 313 in 2001 to 427 in 2005. The population continues to grow at an extraordinary rate, for example, Las Vegas estimates over 6,000 people and 3,000 new vehicles are added each month.

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

### TRAFFIC FATALITIES – NEVADA 1991 - 2006

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

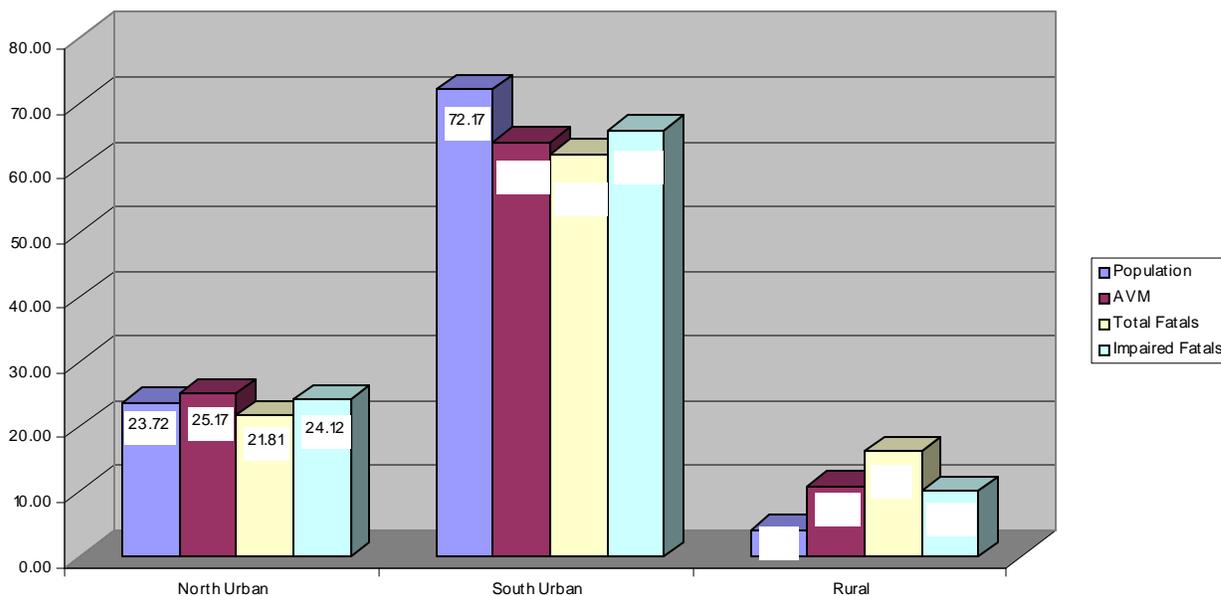
When the fatality rate per AVM is used for Nevada it reveals a different picture of the problem within the state.

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

With 96% of Nevada's population living within a mean distance of 35 miles from work, the commute distance is relatively low. The heavily populated area of Las Vegas is essentially a 12 to 15 mile radius. The 10's of thousands of visitors who drive to Nevada have limited exposure

on Nevada highways, since the large majority comes from California. Las Vegas is 275 miles from Los Angeles with only 40 miles in Nevada. Reno is 230 miles from San Francisco with only 15 miles in Nevada. The following chart shows the relationship between fatalities, impaired fatalities, population, and AVM.

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



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

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

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

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

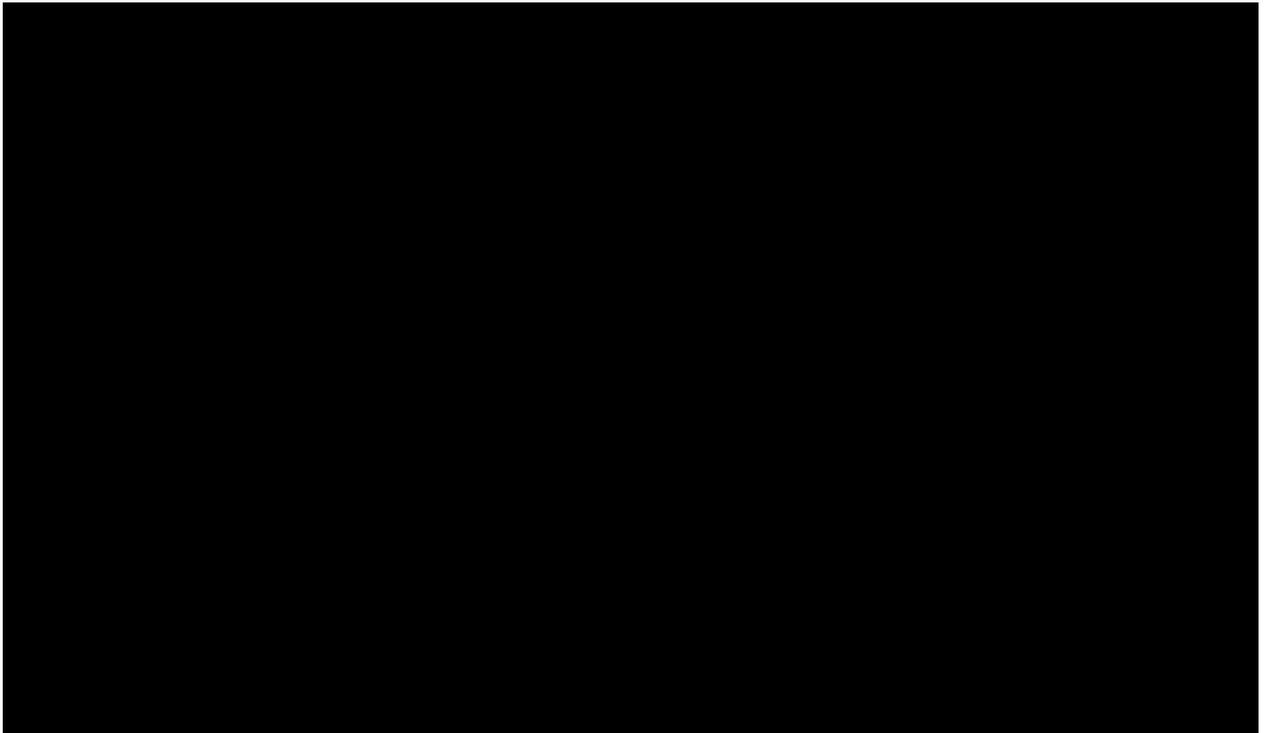
## **Alcohol/Impaired Driving**

Impaired driving (alcohol and/or drugs) continues to be a serious problem in Nevada. Impaired driving was responsible for 37% of all fatalities during 2006 (159 of 427). Nevada passed a 0.08 BAC law during the 2003 session (effective September 23<sup>rd</sup>, 2003). Additional legislation was passed in 2005 that included felony offenses for all subsequent convictions after the first felony conviction (no look-back limitation).

After many years of effort, Nevada finally achieved a percent of impaired fatalities that was slightly below the national average. However, because of the relative low AVM driven in Nevada (see discussion above in Fatalities), Nevada ranked 8<sup>th</sup> in the nation in impaired fatalities per AVM in 2005.

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

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

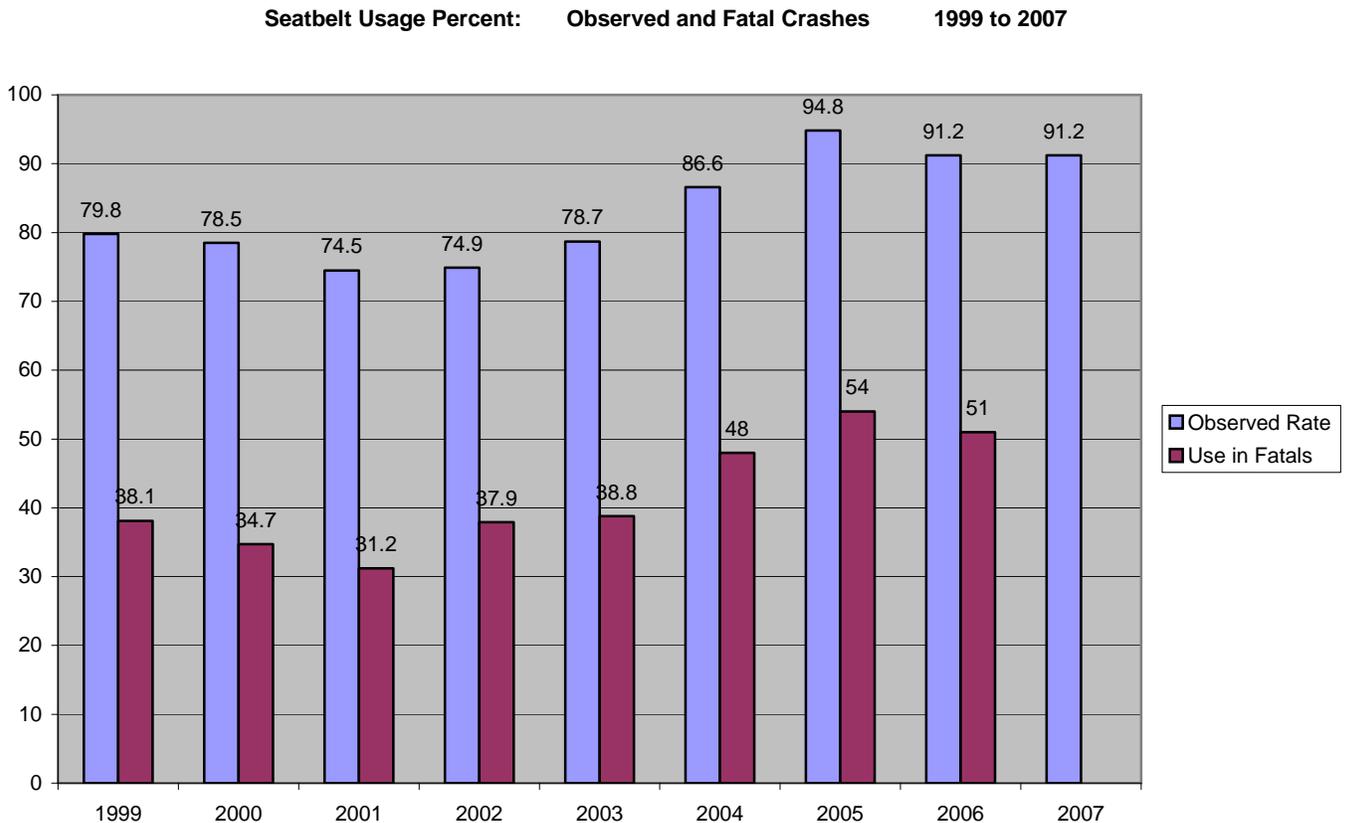


## Occupant Protection

Nevada is a secondary seat belt law state. The rate for 2002 was 74.5%. The findings for the 2006 usage survey show that Nevada was at 91.2%. This is the second year that Nevada exceeded 90% usage rate. Preliminary information is that Nevada will once again exceed 90% usage for 2007. Consistent enforcement and paid media have resulted in a 27% increase in the usage rate since 2002.

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

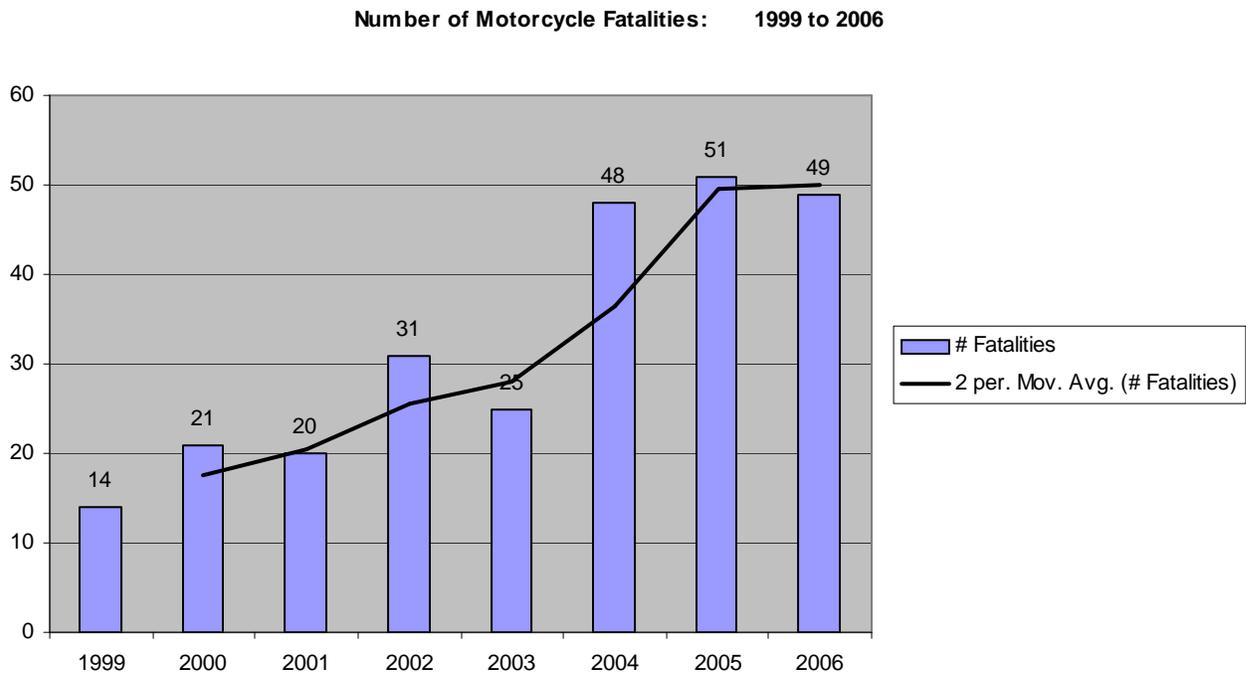
The restraint use by fatal occupants in motor vehicle crashes is still far too low. For 2002 the overall seat belt use rate was 44.7%. The use rate for MVO fatalities is 51.4% for 2006, while still very low this represents a 15.0% improvement.



## Motorcycle

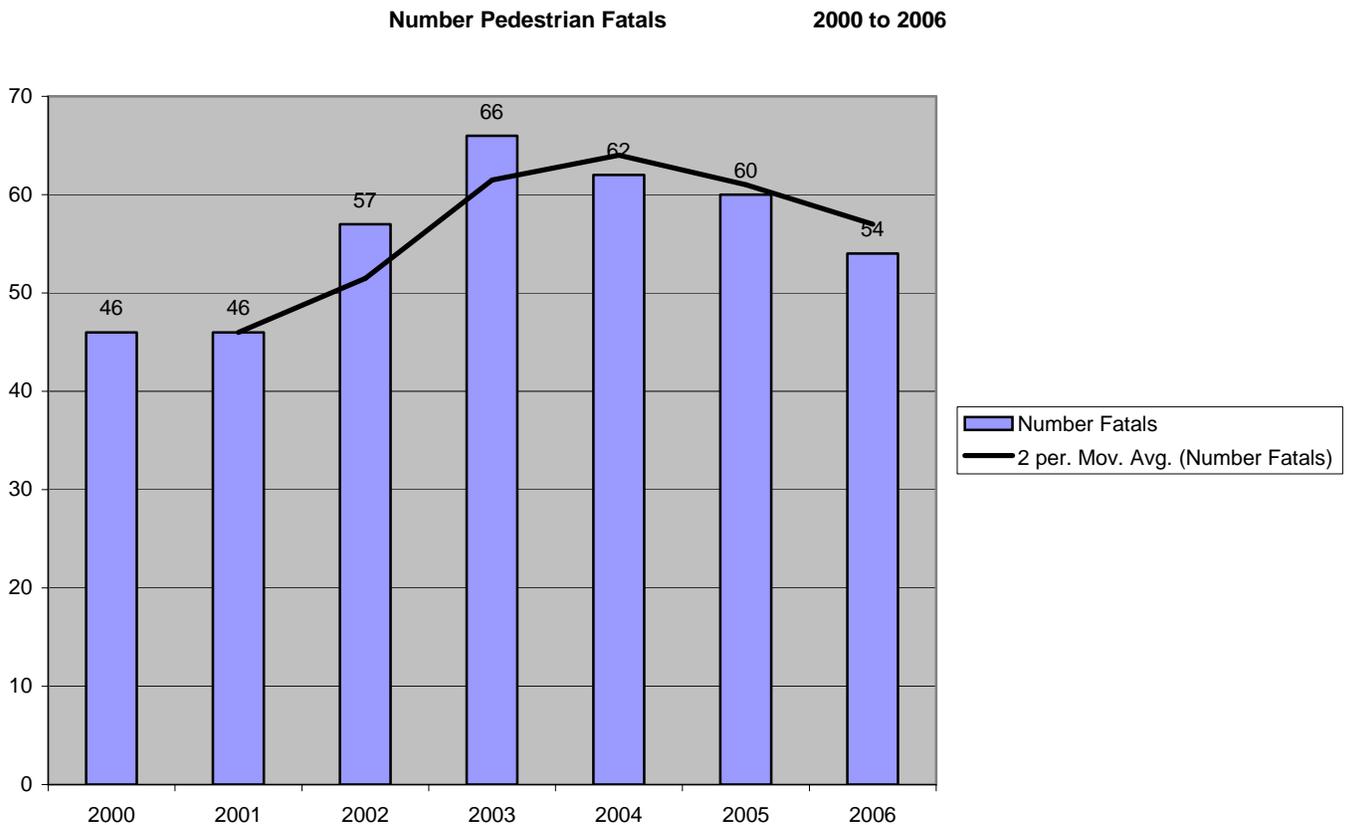
The fatalities for motorcycle crashes are still subject to large percentage swings but the trend is upward for the past few years. After a significant increase in 2004, there may be a leveling in the number of fatalities. Nevada is experiencing the same problems as many other regions of the country.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

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



## Pedestrians

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



# PERFORMANCE PLANNING

## DATA ANALYSIS

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

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

## PROBLEM IDENTIFICATION

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

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

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

## **PERFORMANCE GOALS**

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

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

## **PROJECT SELECTION**

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

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

## **MONITORING AND TECHNICAL ASSISTANCE**

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

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

## **ANNUAL REPORT**

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

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

**FFY2008**

## **ALCOHOL IMPAIRED DRIVING**

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

**Despite the many activities and programs to reduce impaired driving, alcohol continues to be a significant problem for Nevada. The percentage of alcohol and drug related crashes and fatalities spiked significantly in 2003, dropped again in 2004 and 5 and increased again in 2006 (based on most recent NHTSA FARS data). The State impaired fatality rate per vehicle miles traveled (alcohol related fatalities per 100 million VMT) was the 8<sup>th</sup> worst in the nation in 2006.**

### **ALCOHOL FATALITY RATE PER 100,000 POPULATION**

<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>6.23</b>	<b>7.47</b>	<b>7.83</b>	<b>6.38</b>	<b>6.31</b>	<b>7.09</b>

### **PERFORMANCE GOAL**

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

### **PERFORMANCE MEASURE**

Reduce the number of persons killed in alcohol/drug-involved collisions from 6.31 fatalities per 100,000 population (recorded in 2005) to no more than 5.75 in calendar year 2008.

### **STRATAGY**

- Emphasize driver education through well-publicized enforcement of State DUI laws (Nevada Strategic Highway Safety Plan strategy #2 and #5).
- Continue to expand support to the judicial system and encourage the development of new DUI Courts and prosecutor training.
- Continue to foster an effective statewide impaired driving action committee (the Nevada Attorney General Advisory Coalition on Impaired Driving).
- Utilize the Office of Traffic Safety Law Enforcement Liaison to enhance the capabilities of Nevada's law enforcements ability to enforce Nevada DUI laws.
- Continue to encourage Law Enforcement Agencies to conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage drinkers (Nevada Strategic Highway Safety Plan strategy #2).

## **ALCOHOL IMPAIRED DRIVING PROJECTS**

### **28-AL-1**

**Nevada Department of Public Safety - Office of Traffic Safety Program Management**

**Funding Level - \$ 30,000**

This project provides funding for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing and evaluation of the Section 402 funds.

### **28-AL-2/26-163AL-1**

**Sparks Police Department – Drug Recognition Expert (DRE) Training**

**Funding Level - \$15,000**

This is the last year of a four-year grant to Sparks Police Department to conduct Drug Recognition Expert (DRE) training for law enforcement officers statewide. Under this proposal, a DRE Instructor will conduct up to three courses per year, greatly increasing the number of DRE trained traffic officers in Nevada.

### **28-AL-3/27-K8-18-14**

**Reno Police Department – Motors**

**Funding Level - \$54,500**

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

### **28-AL-4/27-K8-18-7**

**Nye County Sheriff Office - Impaired Driving Countermeasures**

**Funding Level - \$25,000**

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

**27-K8-18-11****Join Together Northern Nevada (JTNN) – DUI Courts****Funding Level - \$3,255**

This is the second and final year of a project to organize and convene a coalition working for the development and implementation of a DUI court in Washoe County. A major objective of this project is to obtain involvement of at least 25% of the Municipal and Justice Court Judges.

**28-K8-18-1****Nevada Department of Public Safety - Office of Traffic Safety Program Management****Funding Level – \$105,003**

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

**28-K8-18-2****Washoe County Department of Alternative Sentencing - Repeat DUI Prevention Program****Funding Level - \$64,029**

Nevada DPS-OTS will provide funding to the Washoe County Department of Alternative Sentencing for a new project that will provide for the supervision and management of caseload for non-felony DUI offenders referred by the lower courts in Reno, Sparks and Washoe County. Funding is proposed for three years with the goal of reducing repeat DUI offenses.

**28-K8-18-****Las Vegas Metropolitan Police – “You Catch ‘Em’ We’ll Clean ‘Em ” DUI Van****Funding Level - \$100,000**

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

**28-K8-18-4****Las Vegas Municipal Court – Alternative Sentencing****Funding Level - \$80,000**

The purpose of this project is to reduce the recidivism of DUI defendants appearing before the Las Vegas Municipal Court by allowing them to participate in a court supervised program. Selected violators will participate in counseling, periodic testing, mandatory ignition interlocks, and regular appearances before the Court.

**28-K8-18-5**

**Nevada Department of Public Safety - Office of Traffic Safety  
Attorney General Advisory Coalition on Impaired Driving  
Funding Level - \$15,000**

An assessment of alcohol programs and a special management review conducted in 2005 & 2006 recommended a cabinet level impaired driving task force. Through the efforts of the DPS-OTS, a coalition on impaired driving was established as an advisory to the Nevada Attorney General in 2006. Funding in this project provides for video conferencing, meeting rooms, travel and other expenses.

**28-K8-18-6**

**Las Vegas Justice Court – DUI Court  
Funding Level - \$100,000**

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

**28-K8-18-7**

**Sparks Police Department – DUI Van  
Funding Level - \$15,000**

In this project, Sparks Police Department will utilize a tow-able trailer that is specially equipped to process DUI offenders. Primarily to be used during scheduled DUI enforcement campaigns, it can also be used for impaired driving enforcement at 'high risk' community events, festivals and sporting activities.

**28-K8-18-8/28-403OP-2/28-405OP-5**

**Nevada Department of Public Safety - Office of Traffic Safety  
Law Enforcement Liaison  
Funding Level - \$33,000**

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

**28-K8-18-9**

**Nevada Department of Public Safety - Office of Traffic Safety  
Planning and Administration  
Funding Level - \$60,000**

This project provides funding for necessary staff time and expenses incurred by DPS-OTS that are directly related to the planning, development, coordination, monitoring, auditing and evaluation of projects within the alcohol-impaired driving program area, and for the development of enforcement and media plans for required enforcement campaigns. Planning and administration expenses include those incurred by the DPS-OTS Chief, Management Analyst III, Program Manager, Administrative Assistant IV and the Administrative Assistant III.

**28-K8-18-10**

**Elko Sheriff Office – PBT Acquisition  
Funding Level - \$7,408**

The Elko County Sheriff Office will purchase 25 preliminary breath testing devices. This equipment will be used in DUI countermeasure operations and for use during normal patrol activities in all areas of jurisdiction throughout the county. These activities will be instrumental in accomplishing the apprehension of DUI violators.

**28-K8-18-11(JF)**

**Nevada Department of Public Safety - Office of Traffic Safety  
Joining Forces Sustained Law Enforcement  
Funding Level- \$450,000**

Twenty-seven of Nevada’s thirty six law enforcement agencies will conduct statewide, multi-jurisdictional enforcement. All agencies will participate in the two NHTSA, high visibility/media impaired driving events and most will conduct other scheduled impaired driving events throughout the year. The participating agencies have jurisdiction of over 98% of the State’s population.

**28-K8-18-12**

**Nevada Department of Public Safety - Office of Traffic Safety  
Joining Forces Sustained Law Enforcement  
Funding Level- \$125,000**

The Drunk Driving, Over the Limit Under Arrest impaired driving enforcement/media campaign is conducted over the Labor Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard-hitting, paid media message combined with stepped-up enforcement of impaired driving laws. This project will provide funding for State funded paid media for the Federal Fiscal Year 2008 effort.

<b>Total Section 402 Funding Committed to Impaired Driving:</b>	<b>\$ 124,500</b>
<b>Total Section 410 Funding Committed to Impaired Driving:</b>	<b>\$1,157,695</b>
<b>Total Funding Commitment to Impaired Driving:</b>	<b>\$1,282,195</b>

## COMMUNITY PROGRAMS

A Safe Community is one that promotes injury prevention activities at the local level to solve local highway, traffic safety and other injury problems using a "bottom up" approach involving its citizens. Safe Communities use an integrated and comprehensive injury control system. They build broad coalitions, identify problems, use estimating techniques to determine economic costs associated with traffic related crashes, conduct program assessments from a "best practices" and prevention perspective, implement plans with specific strategies and conduct evaluations to determine the impact and cost benefits of programs.

Community Programs are conducted by a wide variety of agencies and coalitions. By their nature, these projects often include several areas of traffic safety which are often based on the priorities established for their respective coalition. Nevada DPS-OTS recognizes the valuable contributions made by community oriented programs to reducing traffic fatalities and serious injury.

### PERFORMANCE GOAL

Continue to work with community leaders and organizations to reduce impaired driving, improve safety belt use, improve child passenger safety programs, and continue teen driving projects.

### PERFORMANCE MEASURE

#### CLARK COUNTY FATALITIES PER 100,000 POPULATION

2001	2002	2003	2004	2005	2006
12.71	13.74	13.75	14.39	14.64	15.09

Effectively utilize the UNLV-Transportation Research Center Safe Community Coalition to reduce the fatality rate in Clark County from 15.09 fatalities per 100,000 population recorded in 2006 to no more than 14.30 fatalities per 100,000 population in 2008.

### STRATEGY

- Assist community based organizations by providing workshops, educational opportunities, mentoring, and min-grants for traffic safety projects.
- Continue to partner with the Nevada Department of Transportation and the Nevada Executive Committee on Traffic Safety (NECTS) to implement the education and enforcement strategies outlined in the Nevada Strategic Highway Safety Plan.
- Research and develop public education programs on 'how to maintain driving lane and/or Safely Recover (Nevada Strategic Highway Safety Plan strategy #1).
- Promote the development of a community based pedestrian focused public education campaign (Nevada Strategic Highway Safety Plan strategy #4).

## **COMMUNITY PROJECTS**

### **27-CP-2**

#### **Clark County School District**

**Funding Level – \$83,826**

Working within the Clark County School District Police Department, a Traffic Safety Coordinator position will be created to develop education programs for the district, act as staff for the traffic safety task force, and serve as coordinator for the southern Nevada Safe Routes to School Program. This is the second of a three-year program.

### **27-CP-5**

#### **University of Nevada Transportation Research Center – Center for Safety Research**

#### **Clark County Safe Communities**

**Funding Level - \$210,000**

In the second year of a three-year project, DPS-OTS will provide funding to the Center for Safety Research, for implementation of programs areas in the State Highway Safety Plan which are located in Las Vegas and which have an educational component. Specific, targeted media campaigns will be developed to match emphasis areas including; impaired driving, occupant protection, older drivers and speed.

### **27-CP-6**

#### **Douglas County Sheriff Office – Permanent CPS Fitting Station**

**Funding Level - \$8,000**

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

### **27-CP-7**

#### **Ron Wood Family Resource Center – Corazon de mi Vida**

**Funding Level - \$34,061**

Addressing the challenges of an ever increasing Hispanic community, the Ron Wood Family Resource Center will provide child safety seat programs to Central Nevada, specifically for the Spanish speaking community. This is the second year of a three-year project that will provide safety programs on child safety seat use for children ages 6-15 in English and Spanish.

**28-CP-1****Nevada Department of Public Safety - Office of Traffic Safety Program Management  
Funding Level - \$40,000**

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

**28-CP-2****The Payne Foundation – Drivers Edge Teen Driving  
Funding Level - \$120,000**

This is a one-year project to demonstrate the effectiveness of training young drivers on the safe handling of their vehicles. The Payne Foundation gives students hands-on experience in emergency maneuvering and instruction on how to anticipate unsafe conditions. Occupant protection and impaired driving prevention are included in the program. This project was previously funded as “The Drivers Edge” and is being evaluation by NHTSA Headquarters. This is an extremely popular program with students and parents.

**28-CP-3****Nevada Department of Public Safety - Office of Traffic Safety  
Professional Development and OTS Internship  
Funding Level - \$20,000**

Providing DPS-OTS a funding source for courses, conferences, and seminars, this project will enhance the professional development of internal staff and partners within the traffic safety community. DPS-OTS will also investigate, in this project, the possibility of establishing a Traffic Safety Internship.

**28-CP-4****Nevada Department of Public Safety - Office of Traffic Safety  
Safety Awareness Bill Board  
Funding Level - \$10,000**

This is an innovative project to test the effectiveness of outdoor advertising in the rural areas of the State. Whereas much of rural Nevada cannot be reached consistently by radio or television, this project will be designed to place an outdoor traffic safety message, such as Click it or Ticket or Drunk Driving, Over the Limit, outside the urban Las Vegas – Reno areas.

**28-CP-5**

**Nevada Department of Public Safety - Office of Traffic Safety  
Media/Printing/Web Design/Software  
Funding Level - \$25,000**

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

**28-CP-6**

**Nevada Department of Public Safety - Office of Traffic Safety  
Teen Driver Training  
Funding Level - \$5,000**

For many years, Nevada High School Students were not required to take drivers training. In 2006, the largest school district, Clark County, changed their policy and made driver training a requirement for graduation. Teachers in the district, however, are ill prepared to teach the subject. This project will pursue the development of a standardized program of instruction for driver training teachers, similar to the programs produced in Montana and Idaho. This project will be conducted in cooperation with the UNLV-Center for Research.

**Total Section 402 Funding Committed to Community Programs: \$555,887**

## **EMERGENCY MEDICAL SERVICES**

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

### **TRAFFIC FATALITIES PER 100,000 POPULATION**

<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>14.72</b>	<b>17.23</b>	<b>16.02</b>	<b>16.38</b>	<b>16.95</b>	<b>16.45</b>

### **PERFORMANCE GOAL**

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

### **PERFORMANCE MEASURE**

Reduce the number of persons killed in traffic collisions from 16.45 fatalities per 100,000 population (recorded in 2006) to no more than 14.50 in calendar year 2008.

### **STRATEGY**

- Provide highway maintenance staff, state patrol, etc. with first responder training (Nevada Strategic Highway Safety Plan strategy #17).
- Improve telecommunications capabilities for first responders in rural Nevada (Nevada Strategic Highway Safety Plan strategy #18).
- Provide extrication equipment to rural Nevada fire districts.

## **EMERGENCY MEDICAL SERVICE PROJECTS**

### **28-EM-1**

**Nevada Department of Public Safety Office of Traffic Safety Program Management**

**Funding Level - \$10,000**

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

**28-EM-2**

**Nye County EMS - Extraction Equipment**

**Funding Level - \$15,829**

Nye County Emergency Services encompasses over 18,100 square miles of rural southern Nevada. The county and state roadways consist of long stretches with only minimal emergency medical services provided mostly by volunteers. This project will provide Amkus extrication equipment that can be strategically positioned for emergency accessibility. It also provides first responder training for volunteers.

**28-EM-3**

**Pahrump Valley Fire District – Extrication Equipment**

**Funding Level – \$16,351**

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

**28-EM-4**

**Sierra Fire Protection District – Emergency Signage**

**Funding Level - \$4,548**

This project will provide emergency personnel with portable traffic-control devices that will enhance the visibility of emergency personnel performing activities at roadway incidents. The overall purpose is to manage traffic flow around emergency incidents, preventing secondary collisions and injury to emergency responders and victims.

**28-EM-5**

**Carlin Volunteer Fire Department – Extrication Equipment**

**Funding Level - \$5,963**

The Carlin Volunteer Fire Department will purchase extrication equipment and signage to improve the safety of patients and first responders. Training will also be conducted for first responders at this volunteer department.

**Total Section 402 Funding:**

**\$52,691**

## **MOTORCYCLE**

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

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

### **MOTORCYCLE FATALITIES PER 100,000 POPULATION**

<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>.98</b>	<b>1.58</b>	<b>1.13</b>	<b>2.15</b>	<b>2.22</b>	<b>1.86</b>

#### **PERFORMANCE GOAL**

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

#### **PERFORMANCE MEASURE**

Reduce the number of motorcyclist killed in traffic collisions from 9.07 fatalities per 10,000 registered motorcyclists (recorded in 2006) to no more than 8.15 in calendar year 2008.

#### **STRATEGY**

- Conduct classes for law enforcement on how to effectively enforce helmet laws and how to identify an impaired motorcycle operator.
- Develop a coalition of motorcycle safety advocates to review recommendations made in the “National Agenda” (NAMS) for the purpose of identifying new strategies to educate the driving public (motor vehicle and motorcyclists) on how to share the road.
- Increase the number of Basic Rider beginning and Experienced Rider motorcycle training courses being taught in Nevada.

## **MOTORCYCLE PROJECTS**

### **28-MC-1**

**Nevada Department of Public Safety - Office of Traffic Safety Program Management  
Funding Level - \$ 10,000**

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

### **28-MC-2/28-2010MC-3**

**Nevada Department of Public Safety - Office of Traffic Safety  
Motorcycle Awareness Media Campaign  
Funding Level – \$65,000 (Section 402 - \$25,000 / Section 2010 - \$40,000)**

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

### **28-2010MC-1**

**Nevada Department of Public Safety - Office of Traffic Safety  
Training Motorcycles  
Funding Level – \$35,000**

The Nevada Motorcycle Rider Program was established in 1992 and has trained over 32,000 riders using State funds. Through this grant, the Rider Program will purchase motorcycles and continue to expand the motorcycle training fleet to accommodate more classes taught at State Colleges.

### **28-2010MC-2**

**Nevada Department of Public Safety - Office of Traffic Safety  
Motorcycle Instructor Recruiting and Training  
Funding Level - \$25,000**

As student enrollment increases, the State finds an ever increasing need for new motorcycle instructors. Through this grant, DPS-OTS will conduct a recruiting program to obtain new instructors. Funding will also provide training and equipment for new instructors.

**Nevada Department of Public Safety – Office of Traffic Safety  
State Funded Nevada Rider Motorcycle Program  
Funding Level – \$418,749**

The Nevada Rider Motorcycle Program conducts experienced and beginning motorcycle training statewide. Funding for the program was established in 1992 with the passage of a law that collects \$6 on each motorcycle registration fee for training of motorcyclists. Since its inception, over 32,000 students have received training. A 2004 report on State motorcycle training programs rated Nevada as one of the top 4 programs in the nation.

<b>Total Section 402 Commitment to Motorcycle Programs:</b>	<b>\$ 35,000</b>
<b>Total Section 2010 Commitment to Motorcycle Programs:</b>	<b>\$100,000</b>
<b><u>Total State Commitment to Motorcycle Programs (non-federal):</u></b>	<b><u>\$418,749</u></b>
<b>Total Funding Commitment to Motorcycle Programs:</b>	<b>\$553,749</b>

## OCCUPANT PROTECTION

The observed seat belt use rate for Nevada has traditionally been amongst the highest in the nation for states without a primary seat belt law. The use rate in 2006 was 91.2% and indications are that the use rate in 2007 will exceed 90%. Despite the high use of safety belts, the number of unbelted fatalities continues to be disproportionately high, although decreasing. In 2006, 46% of Nevada fatalities (occupants in motor vehicles) were not wearing a seat belt. With the States exponential growth and transient population, more effort is needed to both increase seat belt use rates with the habitual non-users, and to educate our new residents about how occupant restraints save lives.

### OBSERVED SAFETY BELT USE

2001	2002	2003	2004	2005	2006
74.5%	74.9%	78.7%	96.6%	94.8%	91.4%

### PERFORMANCE GOAL

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

### PERFORMANCE MEASURES

- Maintain an observed statewide safety belt use rate of 90% or higher in 2008.
- Reduce the number of unrestrained fatalities from 46% recorded in 2006 to 42% in 2008.
- Increase the usage rate of seat belts for the habitual non-users in Nevada (young males, night-time drivers and impaired drivers):
  - Increase the seat belt use rate of 16-20 year old drivers involved in fatal crashes from 27% in 2006 to 32% in 2008 (FARS data).
  - Increase the seat belt usage rate of drivers involved in fatal crashes from 6pm to 9pm from 24% in 2006 to 30% in 2008 (FARS data).
  - Increase the seat belt usage rate of drivers who had been drinking (in fatal crashes) from 15% in 2005 to 22% in 2008.

### STRATEGY

- Continued emphasis on the Click it or Ticket high visibility enforcement combined with a hard hitting 'enforcement' media message (Nevada Strategic Highway Safety Plan strategy #7).
- Continue to emphasize public education of Nevada Safety Belt laws through enforcement, via Joining Forces events, and via the Teen Seat Belt Demonstration Project for Federal Fiscal Year 2008 (Nevada Strategic Highway Safety Plan strategy #7).

- Continue to pursue education of law enforcement officers, statewide, on Nevada's seat belt vs. child restraint law, proper car seat use and availability of local resources for assistance.
- Conduct a Teen Seat Belt Demonstration Project, which will include four enforcement waves, coupled with paid media, during Federal Fiscal Year 2008, which focuses on the 16-20 year old population, emphasizing the need to wear seat belts or they will get ticketed.
- Night-time enforcement of seat belt laws will continue through the Joining Forces program events scheduled for Federal Fiscal Year 2008, allowing agencies to select saturation patrol locations based on availability of manpower and time of day (Nevada Strategic Highway Safety Plan strategy #7)
- Continue to partner with other traffic safety advocates like MADD, The Attorney General Advisory Coalition on Impaired Driving, Northern Nevada DUI Task Force, Safe Community Partners, law enforcement agencies, school districts and employers to educate drivers on the need to buckle up and not drink and drive (State Strategic Highway Safety Plan strategy #7)
- Combine DUI and Seat Belt enforcement events throughout the year.
- Develop a grass-roots coalition in Federal Fiscal Year 2008 to promote and continue efforts to obtain a primary seat belt law for Nevada in the 2009 Legislative Session (Nevada Strategic Highway Safety Plan strategy #7).

## **OCCUPANT PROTECTION PROJECTS**

### **27-OP-3**

#### **Clark County Safe Kids – Buckle-up Tweens**

**Funding level - \$37,000**

In the second year of a three year project, Clark County Safe Kids will conduct education and CPS programs that emphasize the importance of using booster seats for children in the age range not covered by booster seat laws. The new program will include both English and Spanish versions.

### **27-OP-6**

#### **Nye County Sheriff Office – Occupant Protection and Enforcement**

**Funding Level - \$23,900**

The Nye County Sheriff's Office will conduct occupant protection programs that include enforcement, car seat workshops, educational seminars and public awareness campaigns. This is the second year of a three year program.

### **27-OP-7**

#### **Nevada Highway Patrol – Occupant Protection Education**

**Funding Level – \$29,940**

The Nevada Highway Patrol has three command areas with a Public Information Officer for each command. Seat belt “convincer” units will be purchased for each command to then be used for seat belt education, primarily for teens at high school events and for driver education training events. This is the second year of a two-year project.

### **28-OP-1**

#### **Nevada Department of Public Safety - Office of Traffic Safety Program Management**

**Funding Level - \$80,000**

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

**28-OP-2****Nye County Family to Family Coalition – Child Passenger Safety****Funding Level - \$23,000**

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

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

Through education, training, enforcement, outreach and legislation, Clark County Safe Kids seeks to ensure that all children are properly restrained in the correct restraint for their age, weight, and height. This project will utilize innovation to educate the public on the importance of proper restraint for child passengers in motor vehicles.

**28-OP-4****Nevada Department of Public Safety - Office of Traffic Safety****CPS Mini-Grants****Funding Level - \$14,000**

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

**28-OP-5****Nevada Department of Public Safety - Office of Traffic Safety****CPS State Programs****Funding Level - \$16,000**

At the recommendation of a NHTSA occupant protection assessment conducted in 2004 and a recommendation made by Western Region NHTSA, DPS-OTS assisted in the creation of a CPS Task Force. The Task Force was established in 2005 and funding in this project provides support (travel, video teleconference fees, meeting rooms) for the task force for up to 12 meeting per year (three of which are in-person meetings).

**28-OP-6**

**Nevada Department of Public Safety – Office of Traffic Safety  
Grass-Roots Coalition for Standard Belt Law  
Funding Level - \$5,000**

An occupant protection assessment conducted in 2004 recommended that seat belt safety advocates facilitate the organization of a broad-based grassroots coalition of organizations, agencies, industry groups and businesses interested in changing Nevada's safety belt law to standard enforcement in the next Session. This funding will provide support services for safety advocates during the development of the coalition.

**28-JF-1/OP**

**Nevada Department of Public Safety – Office of Traffic Safety  
Joining Forces Occupant Protection Enforcement  
Funding Level - \$111,000**

Twenty-seven of Nevada's 36 law enforcement agencies will conduct statewide, multi-jurisdictional enforcement. All agencies will participate in the two statewide high visibility occupant protection events, including Click it or Ticket. In addition, funding in this project will provide stepped up enforcement during the one week demonstration project to increase safety belt use for Teen Drivers. The enforcement waive will be combined with the annual Memorial Day enforcement effort. The participating agencies have jurisdiction of over 95% of the State's population.

**28-403OP-1**

**Nevada Department of Public Safety – Office of Traffic Safety  
Teen Belt Demonstration Project – Program Management  
Funding Level - \$95,500**

Nevada has been selected by the National Highway Traffic Safety Administration to conduct a demonstration project focused on increasing safety belt use for teens. This project will provide funding for required travel, earned media efforts, law enforcement incentives, supplies, telephone and postage.

**28-403OP-2/28-405OP-5/28-K8-18-8**

**Nevada Department of Public Safety – Office of Traffic Safety  
Law Enforcement Liaison  
Funding Level - \$10,000**

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

**28-403JF**

**Nevada Department of Public Safety – Office of Traffic Safety  
Joining Forces – Occupant Protection Enforcement for Teen Belt Demonstration  
Funding Level - \$419,000**

Twenty-seven of Nevada's 36 law enforcement agencies will conduct statewide, multi-jurisdictional enforcement. All agencies will participate in the two statewide high visibility occupant protection events, including the annual Click it or Ticket campaign. In addition, funding in this project will provide stepped up enforcement during the four individual weeks as a demonstration project to increase safety belt use for Teen Drivers. The fourth and final wave will occur right before the annual Memorial Day enforcement.

**28-403OP-3**

**Nevada Department of Public Safety - Office of Traffic Safety  
Media and Outreach – Teen Belt Demonstration  
Funding Level - \$75,500**

Studies conducted by the National Highway Traffic Safety Administration show that enforcement and media alone do not change driver behavior. However, when media is combined with a hard hitting message, such as Click it or Ticket, people respond appropriately. This component of the Teen Belt Demonstration effort provides funding for earned and collateral media both in English and in Spanish. Funding is also provided for diversity outreach.

**28-405OP-1**

**Nevada Department of Public Safety - Office of Traffic Safety  
Click it or Ticket Paid Media  
Funding Level - \$30,000**

The Click it or Ticket safety belt enforcement campaign is conducted over the Memorial Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard hitting paid media message combined with stepped up enforcement of safety belt laws. This project will provide State funded paid media for the Federal Fiscal Year 2008 effort.

**28-405OP-2**

**Nevada Department of Public Safety - Office of Traffic Safety  
Joining Forces - Click it or Ticket Enforcement  
Funding Level - \$125,000**

As a critical element of the annual Click it or Ticket belt enforcement program, this project will provide funding to State Law Enforcement agencies to conduct enforcement of State laws on safety belt use. Twenty-seven of Nevada's 36 law enforcement agencies will participate in this statewide, multi-jurisdictional enforcement effort.

**28-405OP-3**

**University of Nevada Transportation Research Center**

**Click it or Ticket Evaluation**

**Funding Level - \$50,000**

The effectiveness of the Click it or Ticket program will be evaluated through this project, which will use a statistical process approved by the National Highway Traffic Safety Administration to determine the percentage of safety belt use statewide. The survey results will serve as the annual survey for the State.

**28-405OP-4**

**Nevada Department of Public Safety - Office of Traffic Safety**

**Click it or Ticket Diversity**

**Funding Level – \$5,000**

Studies conducted by the National Highway Traffic Safety Administration show that the use of safety belts is lower in the Hispanic community. Whereas people of Hispanic origin comprise over 25% of Nevada’s population, this project is designed to provide outreach in the Las Vegas and Washoe County areas, in an effort to encourage this community to use safety belts.

**28-405PT-5/28-403PT-2/28-K8-18-8**

**Nevada Department of Public Safety**

**Law Enforcement Liaison**

**Funding Level - \$23,000**

A key element enforcement/media effort is to ensure a presence of law enforcement in the community enforcing safety belt laws. Funding in this project provides for a contracted liaison service to coordinate enforcement activities between law enforcement and DPS-OTS.

<b>Total Section 402 Commitment to Occupant Protection:</b>	<b>\$ 379,840</b>
<b>Total Section 403 Committed to Occupant Protection:</b>	<b>\$ 600,000</b>
<b>Total Section 405 Committed to Occupant Protection:</b>	<b>\$ 233,000</b>
<b>Total Funding Commitment to Occupant Protection:</b>	<b>\$1,212,840</b>

## PLANNING AND ADMINISTRATION

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

### TRAFFIC FATALITIES PER 100,000 POPULATION

2001	2002	2003	2004	2005	2006
14.72	17.23	16.02	16.38	16.95	16.45

### PERFORMANCE GOAL

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

### PERFORMANCE MEASURE

- Reduce the number of persons killed in traffic collisions from 16.45 fatalities per 100,000 population (recorded in 2006) to no more than 14.50 in calendar year 2008.
- Utilize Federal and State matching funds (10% of Section 402 funding) to provide planning and administration for State Highway Safety Office programs.

### PLANNING AND ADMINISTRATION PROJECTS

#### 28-PA-1

**Nevada Department of Public Safety - Office of Traffic Safety**

**Planning and Administration**

**Funding Level - \$222,128**

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

**Total Section 402 Funding Committed to Planning and Administration:                    \$222,128**

## PEDESTRIAN AND BICYCLE SAFETY

With the number of pedestrian and bicycle deaths varying from 49 to 75 per year, for the last 10 years, it is difficult to establish clear trends with respect to these types of fatalities. The extreme growth in population in our large metropolitan areas is resulting in an increase in both pedestrian and vehicle traffic bringing increased risk to pedestrians and bicyclist.

### BICYCLE AND PEDESTRIAN FATALITIES PER 100,000 POPULATION

2001	2002	2003	2004	2005	2006
2.29	2.62	3.26	3.06	2.89	2.24

#### PERFORMANCE GOAL

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

#### Performance Measures

Reduce the number of persons killed in pedestrian and bicycle traffic crashes from 2.24 fatalities per 100,000 population (recorded in 2006) to no more than 2.09 in calendar year 2008.

#### Strategies

- Continue to develop community-based programs for educating the public on pedestrian and bicycle safety (Nevada Strategic Highway Safety Plan strategy #4).
- Conduct enforcement campaigns at high crash locations (Nevada Strategic Highway Safety Plan strategy #8).
- Conduct one public awareness campaign (Share the Road) in Clark County on pedestrian safety through a Safe Community Partnership (Nevada Strategic Highway Safety Plan strategy #4).

## **PEDESTRIAN AND BICYCLE SAFETY PROJECTS**

### **28-PS-1**

#### **Nevada Department of Public Safety - Office of Traffic Safety Program Management Funding Limit - \$20,000**

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

### **28-PS-2**

#### **North Las Vegas Police Department – Watch Out for Pedestrians Funding Limit - \$35,721**

North Las Vegas Police Department will focus on modifying driver and pedestrian habits that lead to pedestrian injuries and deaths by creating a greater awareness among drivers and pedestrians through enforcement and education.

### **28-PS-3**

#### **North Las Vegas Police Department – Retain Your Brain Funding Limit - \$16,950**

Retain your brain is a 3 year project designed to provide bicycle safety education and safety equipment (helmets) to six thousand 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> grade students in North Las Vegas. The program will educate students on safe cycling practices and correct fit and wear of safety helmets. This will be accomplished through educational assemblies, followed by helmet fitting and then completed with a “Caught Being Safety” campaign.

### **28-PS-4**

#### **Nevada Department of Public Safety - Office of Traffic Safety Pedestrian and Bicycle Mini Grants Funding Limit - \$8,000**

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

**28-PS-5/26-163PS-3**

**Washoe County Kiwanis Club – Bicycle Safety Education**

**Funding Limit - \$11,500**

This 502(c)3 organization will conduct bicycle rodeos and distribute helmets to Northern Nevada communities while conducting education on bicycle safety. This is the third year of a highly successful education program.

**Nevada Department of Public Safety – Office of Traffic Safety**

**State Funded Bicycle and Pedestrian Safety Office**

**Funding Level – \$172,702**

The Nevada Bicycle and Pedestrian Safety Officer position was created by the State Legislature to provide safety information on the interaction of bicycles, pedestrians and motor vehicles. The program provides safety classes to instructors for the purposes of creating safety programs for grades K-12. The position is funded by a \$0.35 fee collected on issuance or renewal of a driver's license in Nevada.

**28-ASAP**

**Nevada Department of Public Safety – Office of Traffic Safety**

**Accelerating Safety Activities Program (ASAP)**

**Funding Level - \$9,250**

In 2006, Nevada was awarded a one time grant to conduct a pedestrian safety workshop in Washoe County. Funding for this grant was provided by FHWA and will be taught by certified instructors.

<b>Total Section 402 Funding Commitment to Pedestrian and Bicycle Safety:</b>	<b>\$ 92,171</b>
<b>Total FHWA Funding Commitment to Pedestrian and Bicycle Safety:</b>	<b>\$ 9,250</b>
<b>Total State (Non-Federal) Commitment to Pedestrian and Bicycle Safety:</b>	<b>\$172,702</b>
<b>Total Funding Commitment to Pedestrian and Bicycle Safety Programs:</b>	<b>\$274,123</b>

## **POLICE TRAFFIC SERVICES**

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

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

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

### **SPEED INVOLVED FATALITIES PER 100,000 POPULATION**

<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>5.98</b>	<b>6.94</b>	<b>5.66</b>	<b>5.59</b>	<b>5.35</b>	<b>6.09</b>

### **PERFORMANCE GOAL**

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

### **PERFORMANCE MEASURES**

- Maintain an observed seat belt use rate above 90%.
- Reduce the number of persons killed in alcohol/drug-involved collisions from 6.31 fatalities per 100,000 population (recorded in 2005) to no more than 5.75 in calendar year 2008.
- Reduce the number of persons killed in speed involved collisions from 6.09 fatalities per 100,000 population (recorded in 2006) to no more than 5.07 in calendar year 2008.

### **STRATEGIES:**

- Conduct a statewide, sustained, multi-jurisdictional law enforcement that includes increased enforcement of Safety Belts, Alcohol, Speed, and Pedestrians (Nevada Strategic Highway Safety Plan strategy 4,7 & 8).

- Enhance the ability of law enforcement to conduct public education through localized programs that provide equipment and overtime.
- Continue to develop a coalition with law enforcement that promotes increased public education through enforcement by contracting a Law Enforcement Liaison for the DPS-OTS.
- Provide specialized training to traffic officers and instructors as needed.
- Provide incentives and awards to honor top law enforcement agencies, officers and community members within the State.
- Fund public information and paid media endeavors to support safety belt, alcohol, speed and pedestrian enforcement programs.

## **POLICE AND TRAFFIC SERVICE PROJECTS**

### **28-PT-1**

#### **Nevada Department of Public Safety - Office of Traffic Safety Program Management Funding Level - \$45,000**

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

### **28-PT-2**

#### **Las Vegas Metro Police Department – Speed Enforcement Radar Funding Level - \$34,125**

The Las Vegas Metropolitan Police Department Patrol Speed Deceleration Project seeks to reduce the number of speed related automobile accidents, injuries and deaths in Clark County by equipping each of 7 area commands with 10 additional radar guns to conduct speed enforcement activities.

### **28-PT-3**

#### **University of Nevada Reno Police Department – Speed Enforcement Radar Funding Level - \$8,000**

The University of Nevada Reno Police Department actively patrols the roadways immediately surrounding the main campus and in other areas of Washoe County. The most common traffic violation is speed and this project will target enforcement and public education related to speed violations and other traffic issues within the jurisdiction.

### **28-PT-4**

#### **White Pine Sheriff Office – Speed Enforcement Radar Funding Level \$8,860**

According to statistics, speeding is directly related to most traffic crashes in this vast county in far eastern Nevada. The White Pine County Sheriff's Office will address the issue of speed management through multiple enforcement campaigns, utilizing a speed monitoring trailer and by increasing awareness.

**28-PT-5**

**Reno Police Department – Speed Enforcement**

**Funding Level - \$5,000**

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

**28-PT-6**

**Elko Police Department – Speed Enforcement**

**Funding Level \$11,605**

In this project, the Elko Police Department will employ traffic speed monitoring devices that will monitor and record the date and time of the traffic detail and the speed of each vehicle that goes by. After implementing the recording device, the Department will target and focus patrol units in specific problem areas.

**Nevada Department of Public Safety - Office of Traffic Safety**

**Joining Forces Sustained Law Enforcement**

**Previously Indicated in Alcohol and Occupant Protection Program Areas**

A key function of the DPS-OTS Police Traffic Services programs is management of the Joining Forces Sustained Law Enforcement effort. Throughout the Joining Forces program, twenty-seven of Nevada's 36 law enforcement agencies will conduct statewide, multi-jurisdictional enforcement. All agencies will participate in the two statewide, high visibility occupant protection events, including the annual Click it or Ticket campaign.

**Total Section 402 Funding Commitment to Police Traffic Service Programs: \$112,590**

## **TRAFFIC RECORDS**

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

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

### **PERFORMANCE GOAL**

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

### **PERFORMANCE MEASURE**

Capture 85% of traffic crash reports, statewide, into the Department of Public Safety database by the end of 2008.

### **STRATEGY**

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

## **TRAFFIC RECORDS PROJECTS**

### **28-TR-1**

**Nevada Department of Public Safety - Office of Traffic Safety Program Management  
Funding Level -\$ 45,000**

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

### **28-TR-2**

**Nevada Department of Public Safety - Office of Traffic Safety  
Nevada Citation and Accident Tracking System & Traffic Records Committee  
Funding Level - \$90,000**

In 2003, the DPS-OTS initiated a project to automate the collection of crash data and transfer Police Accident Reports (PAR) into the State crash file. With an estimated 85% of all crashes now being reported and transferred to the State Database, this project will continue to improve on timeliness, completeness, and accuracy of data and provide funding for the functioning of the Traffic Records Committee.

### **28-408TR-1**

**Nevada Department of Public Safety - Office of Traffic Safety  
Information Technology Program Management  
Funding Level - \$51,100**

This project addresses the preparation and management of projects in the State Highway Safety Information System Long Range Plan.

### **28-408TR-2**

**Nevada Department of Public Safety - Office of Traffic Safety  
Nevada Citation and Accident Tracking System Information Technology Systems  
Funding Level - \$137,000**

Law enforcement agencies collect traffic crash information electronically and store PARs in their agency servers. Servers are then queried and uploaded into the State Crash file. This project provides for technology support to implement a process for front end editing and file transfer. It also includes technology support for the development of a property damage only format.

**28-408TR-3**

**Nevada Department of Public Safety - Office of Traffic Safety  
Reporting Applications – Technology Improvement Process  
Funding Level - \$51,000**

Accessing crash file information is as important as collection of data. This project to the Nevada DPS Technology Division will implement a query process for crash information.

**28-408TR-4**

**Nevada Department of Public Safety - Office of Traffic Safety  
Software Maintenance and Escrow  
Funding Limit - \$108,000**

This project serves to provide software maintenance and escrow services for the emerging traffic crash records database. Changes made to law enforcement software will require maintenance until the project is fully implemented.

**28-408TR-5**

**Nevada Department of Public Safety - Office of Traffic Safety  
Traffic Records Coordinating and Executive Committee  
Funding Level - \$15,000**

The key element to improving highway safety information systems is the perpetuation of the Traffic Records Executive and Coordinating Committees. Chartered in 2006, these two committees develop and execute the State Highway Safety Information Long Range Plan. Funds in this project provide for meeting travel, meeting rooms, and related expenses.

**28-408TR-6**

**Nevada Department of Public Safety - Office of Traffic Safety  
Long Range Traffic Safety Projects  
Funding Level - \$206,700**

The State Long Range Highway Safety Information System Long Range Plan establishes key projects to sustain the development of information systems in Nevada. The priorities for Federal Fiscal 2008 include:

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

**28-408TR-7**

**Nye County Emergency Services – Traffic Records**

**Funding Level - \$41,200**

This project will enable the Nye County Emergency Services to input pre-hospital admission medical reports into the State NEEDS / NEMSIS system. Based on a recommendation by the State Emergency Medical Services office, the lack of reporting equipment is a major short fall in converting rural agencies to NEEDS / NEMSIS.

**Nevada Department of Public Safety - Office of Traffic Safety**

**Fatality Analysis Reporting System (FARS)**

**Funding Level - \$70,205**

This project supports the collection and input of traffic fatality information into the Federal FARS system. With this work performed as a contract service, the assigned analyst works under the direction of the Chief of the Office of Traffic Safety.

<b>Total Section 402 Funding Commitment to Traffic Records:</b>	<b>\$135,000</b>
<b>Total Section 408 Funding Commitment to Traffic Records:</b>	<b>\$610,000</b>
<b>Total FARS Funding Commitment to Traffic Records:</b>	<b>\$ 70,205</b>
<b>Total Funding Commitment to Traffic Records:</b>	<b>\$815,205</b>

## **MEDIA PLAN**

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

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

### **PERFORMANCE GOAL**

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

### **PERFORMANCE MEASURE:**

- Maintain an observed seat belt use rate above 90%.
- Reduce the number of persons killed in alcohol/drug-involved collisions from 6.31 fatalities per 100,000 population (recorded in 2005) to no more than 5.75 in calendar year 2008.
- Reduce the number of persons killed in speed involved collisions from 6.09 fatalities per 100,000 population (recorded in 2006) to no more than 5.07 in calendar year 2008.

### **STRATEGY:**

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

## **MEDIA PROJECTS**

### **28-405OP-1**

#### **Nevada Department of Public Safety - Office of Traffic Safety Click it or Ticket Paid Media**

The Click it or Ticket safety belt enforcement campaign is conducted over the Memorial Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard hitting paid media message combined with stepped up enforcement of safety belt laws. This project will provide State funded paid media for the Federal Fiscal Year 2008 effort.

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

Flight Dates:	May 12-26, 2008
Target Audience:	Male: Primary –18-34/Secondary –35-44/Tertiary – Hispanic
Geographic Target:	Statewide
Media Type	Television in Reno, Las Vegas, Pahrump and Elko/General Radio in Las Vegas and Reno/Hispanic Radio in Las Vegas and Reno

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

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

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

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

70.5% of Males 18-34 will be reached approximately 5 times  
75% of Males 35-44 will be reached approximately 4 times  
87% of all households will be reached approximately 6 times

## **28-K8-18-12**

### **Nevada Department of Public Safety - Office of Traffic Safety Joining Forces Sustained Law Enforcement**

The Drunk Driving Over the Limit Under Arrest impaired driving enforcement/media campaign is conducted over the Labor Day holiday in cooperation with the National Highway Traffic Safety Administration and law enforcement agencies nationwide. The annual campaign includes a hard hitting paid media message combined with stepped up enforcement of impaired driving laws. This project will provide State funded paid media for the Federal Fiscal Year 2008 effort.

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

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

Television is the primary medium to reach the men 25-45 target market. As a television viewer, this market has very specific programming preferences and includes schedules that cover all day parts and programming that will appeal to viewers within the target audience. This target audience is a heavy sports watcher; therefore, media will included all the prime sporting events happening during the flight dates. Ratings for most sporting events tend to be lower than actual viewing and are not an accurate reflection of additional viewing that takes place in sports bars, sports books or out-of-home with friends. Even though they have lower ratings, these sporting events are important to our overall campaign to reach into the male market. Viewing by this audience also differs between the markets.

Radio is the “frequency” medium, offering an efficient way to reach the male target audiences. The message will be delivered to men ages 25-45 in both the general and Hispanic markets. In reviewing the radio stations in both markets, Spanish language stations are rated highly for this target audience. In both, Las Vegas and Reno two of the top five stations in this demographic are Spanish language stations. The ratings for these stations are general market only and when converted to Hispanic ratings are about five times as high. For this reason, and because Hispanic males in this age group are heavy radio users, we will be using radio to reach the Hispanic target.

A variety of stations and formats in each market will be used to ensure adequate penetration of this target audience.

## **28-MC-2/28-2010MC-3**

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

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

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

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

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

Las Vegas – 53 locations

Reno – 22 locations

Laughlin – 1 location with mobile bill board 2 weeks prior

## **28-CP-4**

### **Nevada Department of Public Safety - Office of Traffic Safety Safety Awareness Bill Board**

This is an innovative project to test the effectiveness of outdoor advertising in the rural areas of the State. Whereas much of rural Nevada can not be reached consistently by radio or television, this project will be designed to place an outdoor traffic safety message, such as Click it or Ticket or Drunk Driving, Over the Limit Under Arrest, outside the urban Las Vegas – Reno areas.

## **28-CP-5**

### **Nevada Department of Public Safety - Office of Traffic Safety Media/Printing/Web Design/Printing/Software**

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

## **EQUIPMENT PURCHASES OVER \$5,000**

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

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

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

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

### **27-OP-7**

#### **Nevada Highway Patrol – Occupant Protection Education**

**Funding Level – \$29,940:** The Nevada Highway Patrol has three command areas, with a Public Information Officer for each command. Seat belt “convincer” units will be purchased for each command to then be used for seat belt education, primarily for teens at high school events and for driver education training events. This is the second year of a two-year project.

<u><b>EQUIPMENT ITEM</b></u>	<u><b>ESTIMATED COST</b></u>
Convincer (1)	\$ 12,800

### **28-EM-3**

#### **Pahrump Valley Fire District – Extrication Equipment**

**Funding Level – \$16,351:** Pahrump is a rapidly growing community, with a population base that has increased to almost 40,000 permanent and 7,000 seasonal residents. The Pahrump Valley Fire-Rescue is the sole provider of Fire, EMS and Rescue/Extrication equipment in a 400 square mile area. This project will provide emergency medical service providers with badly needed extrication equipment.

<u><b>EQUIPMENT ITEM</b></u>	<u><b>ESTIMATED COST</b></u>
ML 28 Hydraulic Rescue Spreader (1)	\$7,604
MOC Ultra Hydraulic Rescue Pwr Unit (1)	\$5,025
JL 4GHSI Hydraulic Rescue Pwr Unit (1)	\$7,400

**28-K8-18-7**

**Sparks Police Department – DUI Van**

**Funding Level - \$15,000:** In this project, Sparks Police Department will utilize a tow-able trailer that is specially equipped to process DUI offenders. Primarily to be used during scheduled DUI enforcement campaigns, it can also be used for impaired driving enforcement at ‘high risk’ community events, festivals and sporting activities.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
7x16 Enclosed Trailers – Towable (1)	\$5,000

**28-PT-4**

**White Pine Sheriff Office – Speed Enforcement Radar**

**Funding Level \$8,860:** According to statistics, speeding is directly related to most traffic crashes in this vast county in far eastern Nevada. White Pine County Sheriff Office will address the issue of speed management through multiple enforcement campaigns, utilizing a speed monitoring trailer and increasing awareness.

<u>EQUIPMENT ITEM</u>	<u>ESTIMATED COST</u>
MPH Speed Monitoring Trailer w/18” Display (1)	\$8,000

**28-AL-3/27-K8-18-14**

**Reno Police Department – Motors**

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

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

**28-AL-4/27-K8-18-7**

**Nye County Sheriff Office - Impaired Driving Countermeasures**

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

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

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

### **Certifications and Assurances**

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

**BUY AMERICA ACT**

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

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

**POLITICAL ACTIVITY (HATCH ACT)**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

Instructions for Primary Certification

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

*Instructions for Lower Tier Certification*

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

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

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

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

## **ENVIRONMENTAL IMPACT**

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

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**Phil Galeoto**  
**Governor's Representative for Highway Safety**  
**Director, Nevada Department of Public Safety**

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**Date**