

State of Nevada Office of Traffic Safety Annual Report FFY 2020



ANNUAL PERFORMANCE REPORT

FEDERAL FISCAL YEAR 2020

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NEVADA OFFICE OF TRAFFIC SAFETY (OTS)

Mission

The mission of the Nevada Office of Traffic Safety is to eliminate deaths and injuries on Nevada's roadways, so everyone arrives home safely.

Program Funding

Designated by the Governor, the Nevada Department of Public Safety (DPS) is responsible for applying for and administering federal highway safety funds awarded to the State to conduct traffic safety programs that positively affect driving behavior. The Director of the Department serves as the Governor's Representative for Highway Safety and has designated the Administrator of the Office of Traffic Safety as the Highway Safety Coordinator. To accomplish this task, the Department of Public Safety, Office of Traffic Safety (DPS-OTS), develops an annual Highway Safety Plan (HSP) that identifies critical highway safety issues and problem areas in the State. DPS-OTS then solicits proposals statewide to address the identified problems. Available funds are awarded to state and local government and non-profit agencies to implement evidence-based traffic safety programs and projects. Programs are also supported using State funds, grants received from private organizations, and FHWA funds passed through from Nevada Department of Transportation, as allowable.

This report summarizes the activities of the FFY 2020 Highway Safety Plan and serves as Nevada OTS' Annual Report.

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

- Impaired Driving
- Occupant Protection (seat belts and child safety seats)
- Pedestrian Safety
- Traffic Records
- Distracted Driving
- Youth Driving
- Speed
- Motorcycle Safety
- Bicycle Safety

Grant funded activities in the FFY2020 cycle were heavily impacted by Covid-19 pandemic, even as traffic crashes and risky behaviors increased in Nevada.

Performance Measures

Rules established by NHTSA guide states to identify problems and funding needs in each of the nationally designated program priority areas. State Highway Safety Offices (SHSOs) have the flexibility to identify additional program areas from their data, along with the amount of funding allocated to each. Nevada utilizes this flexibility in working with its SHSP partners toward achieving its goal of 'Zero Fatalities.' The projects chosen for funding in FFY 2020 included strategies from the SHSP's seven critical emphasis areas, and their results are detailed on the following pages. (For more on the SHSP, please log on to www.zerofatalitiesnv.com).

PERFORMANCE MEASURE TARGETS, PROJECTIONS AND PLANNING

The following table summarizes the agency's assessment of likely 2020 achievement of performance targets. Preliminary 2020 year-end data provided by the state's FARS Analyst will be calculated in January of 2021 and will be used to inform the 2022 Highway Safety Planning process. Nevada sets its performance targets based on five year trends and incorporates data that reflects growing, decreasing, or maintaining traffic safety trends into the Highway Safety Plan accordingly. Adjustments to the 2022 HSP to address overall continued improvement, and improvement in meeting unrealized performance targets will be based on key crash factors, and those that represent a high percentage of fatalities, including impairment and non-motorized road users. The Office of Traffic Safety will continue to increase funding and identify projects in both education and enforcement to reduce distracted driving related crashes.

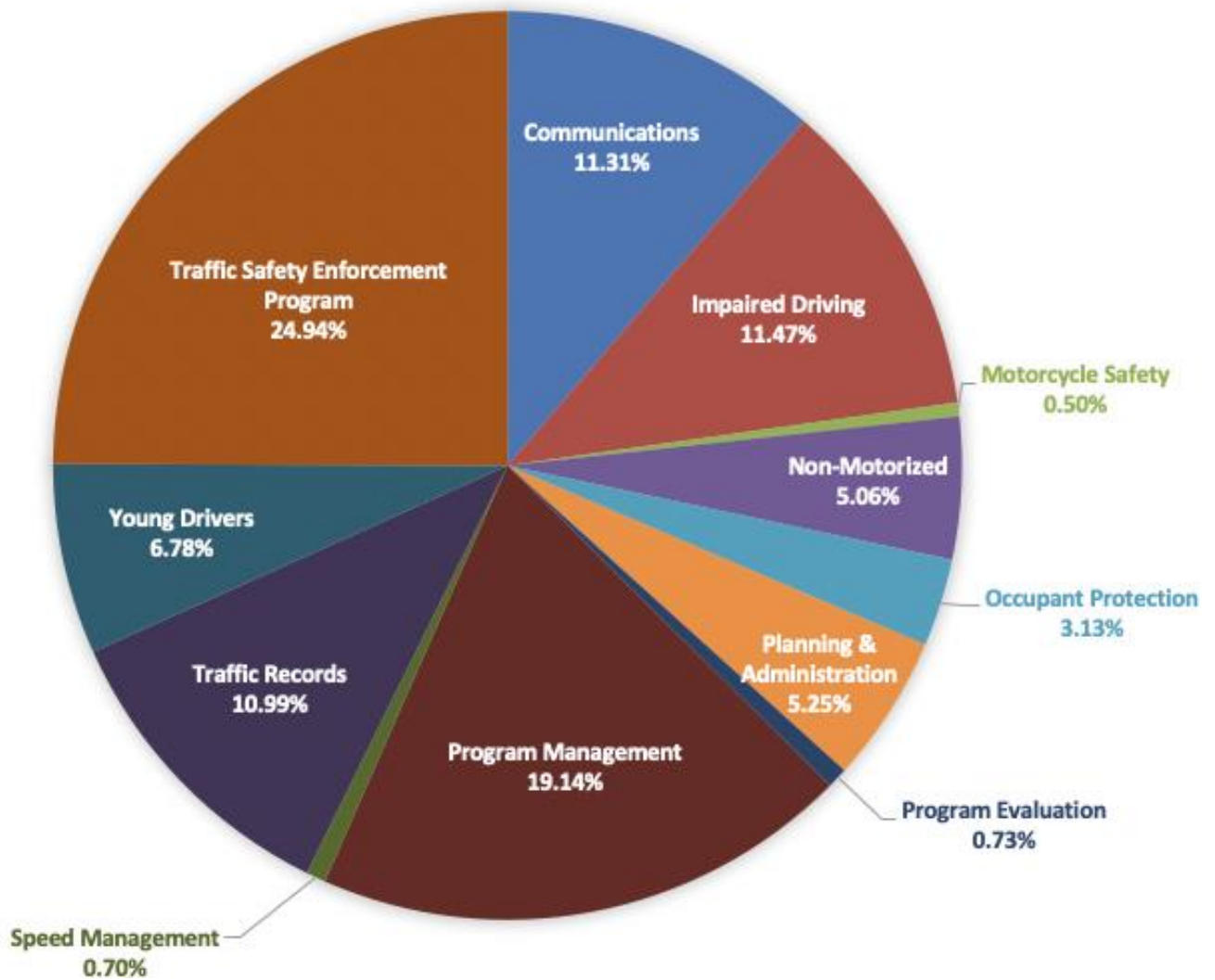
Assessment of Results in Achieving Performance Targets for FY20 and FY19									
Performance Measure	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY 20 Progress Results	On Track to Meet FY20 Target Y/N ** (in-progress)	Target Value FY19 HSP	Target Year(s)	Data Source/ FY19 Final Result	Met FY19 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	330.6	2015 – 2019 FARS 319.8	Y	319.2	2015-2019	2015 – 2019 FARS 319.8	N
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	1,168.5	2015 – 2019 STATE 1165.6	Y	1,186.4	2015-2019	2015 – 2019 STATE 1165.6	Y
C-3) Fatalities/VMT	5 year	2016-2020	1.214	2015 – 2019 FARS FARS 1.168	Y	1.209	2015-2019	2015 – 2019 FARS FARS 1.168	Y
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY20 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016-2020	71.5	2015 – 2019 FARS 68.8	Y	74.0	2015-2019	2015 – 2019 FARS 68.8	Y
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	97.2	2015 – 2019 FARS 93.2	Y	96.6	2015-2019	2015 – 2019 FARS 93.2	Y
C-6) Speeding-Related Fatalities	5 year	2016-2020	114.1	2015 – 2019 FARS 102.6	Y	111.7	2015-2019	2015 – 2019 FARS 102.6	Y
C-7) Motorcyclist Fatalities (FARS)	5 year	2016-2020	64.5	2015 – 2019 FARS 59.4	Y	65.1	2015-2019	2015 – 2019 FARS 59.4	Y
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016-2020	9.8	2015 – 2019 FARS 8.4	Y	10.5	2015-2019	2015 – 2019 FARS 8.4	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	37.0	2015 – 2019 FARS 34.0	Y	37.9	2015-2019	2015 – 2019 FARS 34.0	Y
C-10) Pedestrian Fatalities	5 year	2016-2020	85.1	2015 – 2019 FARS 75.6	Y	84.1	2015-2019	2015 – 2019 FARS 75.6	Y
C-11) Bicyclist Fatalities	5 year	2016-2020	9.2	2015 – 2019 FARS 8.2	Y	8.5	2015-2019	2015 – 2019 FARS 8.2	Y
A-1) Child Age 0-4 Fatalities	5 year	2016-2020	1.3	2015 – 2019 STATE 0.8	Y	2.1	2015-2019	2015 – 2019 STATE 0.8	Y
A-2) Distracted Driver Crash Fatalities	5 year	2016-2020	10.1	2015 – 2019 STATE 11.2	N	11.0	2015-2019	2015 – 2019 STATE 11.2	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2020	91.1	2019 STATE 94.2	Y	92.2	2015-2019	2015 – 2019 STATE 91.6	N
C-C-1) The percentage of crash records with no missing critical data elements	Annual	2020	92%	2019 STATE 91%	Y	90%	2019	2019 STATE 91%	Y
I-1-1) The percentage of appropriate records in the trauma database that are linked to the crash file	Annual	2020	62%	2019 STATE 63%	Y	60%	2019	2019 STATE 63%	Y
C-T-1) Traffic Records Crash Timeliness Median Days	Annual	2020	12 Median Days	2019 STATE N/A***	Y***	14	2019	2019 STATE N/A***	N/A
C-T-2) Percentage crash report entered into database within 30 days after the crash	Annual	2020	92%	2019 STATE 96%	Y	90%	2019	2019 STATE 96%	Y

*States have the option of evaluating the target achievement with the most recent State or FARS data, not both, for all measures excluding C-1 – C-3. See Instructions for details.

**For FY20, if the response is No (N) for any performance measures, the SHSO is required to separately provide within the Annual Report a description of how the SHSO will adjust its upcoming (FY22) HSP to better meet the performance target(s).

*** There are currently challenges with the data transfer from the Brazos system with law enforcement agency crash data to NCATS that has caused errors with certain records in the NCATS database. This issue is on track to be resolved in 2021.

2020 TOTAL FUNDING BY PROGRAM AREA



**Chart reflects funding from all sources, State and Federal.

COMMON PERFORMANCE MEASURES

- 1: TRAFFIC FATALITIES
- 2: SERIOUS INJURIES IN TRAFFIC CRASHES
- 3: FATALITY RATE PER 100 MILLION VMT

Related Projects

TS-2020-NVOTS 658-000168-Nevada Office of Traffic Safety-Joining Forces Master

Funding Sources: 402, 405(d)

Budget: \$1,700,000

Obligation Spent: \$1,336,325.19

Nevada has a robust traffic safety enforcement program across multiple law enforcement agencies that conduct specific enforcement events covering all of Nevada’s Critical Emphasis Areas (Impaired Driving, Occupant Protection, Speed, Distracted Driving, Pedestrian Safety, and Motorcycle Riders). Of the approximately 50 law enforcement agencies statewide, including school districts, tribal law enforcement, state patrol, and local police and sheriff departments, 26 agencies participated in the coordinated high visibility enforcement events, including one Tribal agency, covering 98% of the state’s public roadways. Enforcement activities were significantly impacted in FY2020 due to multiple pandemic related issues, shutdowns, workplace and staffing disruptions, etc. During the 16 events in FY20 57,150 traffic enforcement stops/contacts were made for a variety of violations, following is the breakdown of citations written:

Category	FY2019	FY2020
DUI	372	436
Seat Belt	1,385	1,236
Child Seat	183	175
Speed	24,039	24,628
Pedestrian at Fault	1,144	1,256
Driver at Fault	574	750
Cell Phone Use	4,593	3,091
DUI Assists	154	210
FST’s Conducted	483	681
Fugitive	206	112
Driver’s License Other	2,586	2,350
Registration Violation	2,912	1,769
Equipment Violation	576	565
No Insurance	2,262	1,734
Reckless Driving	109	239
Red Light Running	1,377	938
Failure to Yield	646	588
All Other Citations	2,551	2,131
Warnings	11,305	13,501
Number of Stops	49,314	49,694

TS-2020-NVOTS 658-00173-Nevada Office of Traffic Safety-Professional Development**Funding Sources: 402****Budget: \$20,000****Obligation Spent: \$1,136.40**

This project was a resource for the Office of Traffic Safety staff and Nevada traffic safety partners to attend or participate in conferences, training, courses, or similar events that further enhance their knowledge and skills to combat traffic fatalities and serious injuries. This project aims to provide continuing educational opportunities for OTS staff as well as its safety advocate partners to further combat motor vehicle fatalities and serious injuries on Nevada roadways. Very little activity occurred on this project due to the Covid pandemic restrictions on travel and cancellation of in-person training and conferences.

TS-2020-NVOTS 658-00186 -Nevada Office of Traffic Safety-Planning and Administration-Payroll**Sources: 402, 405(b), 405(c), 405(d), 405(h)****Budget: \$1,081,153****Obligation Spent Funds: \$914,291.95**

This funds the Nevada Office of Traffic Safety professional and administrative staff to develop the Highway Safety Plan, award, authorize, coordinate and execute, monitor, and evaluate grant-funded projects. Funding partially provides for salaries of administrative support staff, the Highway Safety Coordinator, and Fiscal Officer.

TS-2020-NVOTS 658-00187-Nevada Office of Traffic Safety-Planning and Administration-Travel**Sources: 402, 405(b), 405(c), 405(d), 405(h)****Budget: \$65,340****Obligation Spent Funds: \$38,118.22**

This funds in-state and out-of-state travel for training, planning, monitoring and ensuring full compliance with project requirements and/or support activities for successful implementation of the SHSP and/or HSP. While travel was restricted throughout much of 2020 due to the Covid pandemic restrictions on travel and cancellation of in-person training and conferences.

TS-2020-NVOTS 658-00188-Nevada Office of Traffic Safety-Planning and Administration-Operations**Sources: 402, 405(b), 405(c), 405(d), 405(h)****Budget: \$177,294****Obligation Spent Funds: \$180,029.22**

This funds direct operational costs that are necessary for Planning and Administration of the SHSO and which contribute to the success of projects and management of programs.

TS-2020-NVOTS 658-00175-Nevada Office of Traffic Safety-Marketing & Media**Funding Source: NDOT, 402****Budget: \$690,000****Obligation Spent: \$692,742.83**

OTS and many other Nevada agencies work together year-round to make Nevada's roadways safe. Still, in 2019 an estimated 284 people were killed on the roads. Many of these fatalities can be directly traced to people choosing to not practice specific safety-driven behaviors while occupying the roadways. The threats to the public safety on the road are still present today, and even evolving with time and culture. Therefore, the need to educate the public about these dangers and about the virtues of making the right choices on the roads is more important than ever.

The goal for marketing and media in Nevada is to raise awareness of the need to change driver's poor behavior and educate the motoring public, pedestrians, and bicyclists on safe driving behaviors. The Office

of Traffic Safety (OTS) developed and published behavior-altering public traffic safety announcements and messaging that addressed: 1) impaired driving, 2) safety belt usage 3) pedestrian, 4) motorcycle safety, and 5) distracted driving, as well as other detrimental driving behaviors, in an effort to establish a downward trend in fatalities and serious injuries on Nevada's roadways. All campaigns are part of and support the State's Zero Fatalities mission and messaging designed to educate the motoring public and reduce serious injuries and fatalities in Nevada.

TS-2020-NVOTS 658-00172-Nevada Office of Traffic Safety-Traffic Safety Summit**Funding Source: 402****Budget: \$30,000****Obligation Spent: \$ 28,888.72**

This project provides funding in partnership with the Nevada Department of Transportation (NDOT) to host the annual Nevada Traffic Safety Summit. The 2019 Traffic Safety Summit was held in October in Northern Nevada (Reno/Sparks) and included two and half days of speakers, workshops, breakout sessions, a motorcycle forum, and vendor demonstrations. Attendees of the Summit included private and public agencies, the public, sub-recipients, tribal representatives, local law enforcement and regional transportation commissions, Nevada Strategic Highway Safety Plan (SHSP) partners.

TS-2020-NVOTS 658-00174-Nevada Office of Traffic Safety-HSP and Annual Report Project**Funding Source: 402****Award Budget: \$20,000****Obligation Spent: \$13,794**

This project funded the development of two NHTSA required documents. The Highway Safety Plan (HSP), which describes data analysis of Nevada traffic safety issues and the strategies which will be used to address those issues in partnership with the State Highway Safety Plan (SHSP). The Annual Report provides information on the implementation, outcomes and evaluations of the funded projects.

TS-2020-NVOTS 658-00180-Nevada Office of Traffic Safety-Traffic Safety Outreach**Funding Source: NDOT****Budget: \$10,000****Obligation Spent: \$1,232**

The Office of Traffic Safety (OTS) develops statewide projects in cooperation with other state, local, and non-profit agencies that partner on the State Highway Safety Plan. Local strategies and projects are developed by working with those agencies that have expressed an interest in implementing an evidence-based traffic safety project in their community or jurisdiction in the annual OTS Request for Funds grant applications. OTS purchased and disseminated outreach and educational materials to the public and partnering agencies while providing training, extending traffic safety messaging and improving reception of appropriate behaviors and actions. Activities were diminished this year due to Covid pandemic shutdowns.

TS-2020-Lifesaver-00127- Rail Safety for NV Mining**Funding Source: 402****Budget: \$4,000.00****Obligation Spent: \$4,000.0**

Three major organizations were actively involved and four other organization were aware of this program. Rail safety media was published in the Nevada Mining Quarterly. Active awareness signs were made and utilized at Nevada Department of Transportation (NDOT) high-risk crossings. A documented 10 percent to 15 percent increase in driver reaction by using these signs. This project placed a Nevada mining centric ad in the Nevada

Mining Quarterly using a modified Union Pacific Railroad Crossing Accident Reduction and Education (UPCARES) safety template. Conducted initial discussions with the Nevada Mining Association on mine centric safety training, but due to COVID, face-to-face training came to a stop.

PERFORMANCE MEASURE 4: UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL POSITIONS

Related Projects

TS-2020-UNLV-00005-University of Nevada, Las Vegas-Observational Seat Belt Use Survey FY19

Funding Source: 405(b)

Budget: \$95,526.00

Obligation Spent: \$49,222.64

Conducted all the necessary pre data collection activities. However, this project was cancelled due to the COVID-19 pandemic. The cancellation was outlined in the National Highway Safety Administration (NHTSA) document, "Notice Announcing Waivers and Postponement of Certain Requirements for State Highway Safety Grant Programs." The focus of this project was then changed to an Attitudinal Seat Belt and Child Passenger Safety Seat Usage Survey. A draft of this survey was completed and submitted for OTS review on September 30, 2020.

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 5: FATALITIES INVOLVING A DRIVER OR RIDER WITH A BAC OF .08 OR ABOVE

Related Projects

TS-2020-NHP-00108 -DPS-Nevada Highway Patrol-DUI Enforcement Saturation Patrols

Funding Source: 405(d)

Budget: \$100,000

Obligation Spent: \$86,359

The project funded overtime for the Nevada Highway Patrol (NHP) Troopers assigned to DUI saturation/enforcement, high profile special events and holidays typically known to have an increase in impaired driving incidents. Removing impaired drivers from Nevada roadways improves public safety. This award funded 1,522 overtime hours resulting in 259 DUI arrests. There were 2,374 stops, 409 SFSTs and 27 refusals. All goals and requirements of the award were met or exceeded. All objectives were met except training which was affected by COVID-19 shutdowns.

TS-2020-LVMPD-00019-Las Vegas Metropolitan Police Department- Traffic Safety DUI Mobile Processing

Funding Source: 405(d)

Budget: \$95,000

Obligation Spent: \$95,000

The project funds overtime for officers assigned to the DUI Mobile Processing vehicles which include the DUI Vans and/or patrol vehicles enabling the Las Vegas Metropolitan Police Department (LVMPD) to process DUI arrests in a mobile environment at DUI checkpoints, high profile special events and for grant funded Traffic Bureau DUI enforcement. The DUI enforcement saturation patrol officers utilize the evidentiary Intoxilyzer for impaired drivers transported inside the vehicles, assist with obtaining search warrants for impaired drivers who refused to voluntarily submit to evidentiary tests, as well as hold and transport offenders to jail. Deployments were scheduled around holidays and major events held in the Las Vegas area.

The award funded 973 overtime hours resulting in 403 DUI arrests, an increase of 75 over the previous year. There were 141 deployments to assist officers, an increase of 30 over the previous year. All the goals and objectives were met or exceeded.

TS-2020-LVMPD-00018-Las Vegas Metropolitan Police Department-2019 DUI Enforcement

Funding Source: 405(d)

Budget: \$95,000

Obligation Spent: \$93,482

The project funded overtime for the Las Vegas Metropolitan Police Department (LVMPD) Traffic Bureau officers assigned to DUI saturation/enforcement, high profile special events and holidays typically known to have an increase in impaired driving incidents. Removing impaired drivers from the Las Vegas roadways improves public safety. LVMPD advises the public of saturation activities through Social Media.

The award funded 1,297 overtime hours resulting in 267 DUI arrests. There were 2,286 stops, 412 SFSTs and 87 refusals. The number of suspected marijuana impairment was 87. Initial publicity of the Impaired Driving award and information on the Strike Team's high visibility patrols was provided to the community. DUI saturation teams were deployed on at least 64 occasions. Working in conjunction with the DUI vans and the DUI Strike

Team, the enforcement resulted in an increase of 71 arrests over the previous year. All the goals and objectives were met or exceeded.

TS-2020-RPD-0057-Reno Police Department- Preventing Impaired Driving through Education and Enforcement

Funding Source: 405(d)

Budget: \$35,000

Obligation Spent: \$33,328

The Reno Police Department (RPD) used project funding for officers assigned to overtime shifts to conduct DUI enforcement and saturation patrols on focused areas in Reno throughout the year with the overall goal to decrease alcohol and drugged driving incidences, crashes, injuries and fatalities.

The award funded 544 overtime hours resulting in 67 DUI arrests. There were 522 stops, 106 SFSTs and 12 refusals. All officers who conducted grant-funded enforcement patrols have been advised on ignition interlock law and completed the required training. Three officers are on the Impaired Driving Taskforce roster, but none attended the quarterly meetings during this grant period.

TS-2020-WCDA-00088-Washoe County District Attorney-TSRP

Funding Source: 402, 405(d)

Budget: \$223,640

Obligation Spent: \$223,630

This grant provided the Traffic Safety Resource Prosecutor (TSRP) position in the Washoe County District Attorney's Office (WCDA). The TSRP is to educate and train prosecutors, law enforcement, judges, probation staff and legislators on topics crucial to impaired driving/traffic safety and provides experienced litigation assistance in the courtroom.

The TSRP Provided 99.5 hours of formal impaired driving detection and enforcement training to 7 prosecutors and 89 law enforcement officers. The low numbers are due to cancellations caused by the COVID-19 restrictions. The TSRP trained another prosecutor to prosecute two highly complex traffic safety cases. Launched electronic warrant project for DUI blood draws in Washoe County and recorded a training video for law enforcement personnel. The TSRP also conducted online training on eWarrants for judges and court administrator for Reno Justice Court. He also worked with OTS staff on revising NAC 289 to make ARIDE training a statewide category one requirement. The TSRP was involved in discussions on the need for a state crime laboratory and the need for a uniform and comprehensive statewide standard in toxicology testing in DUI cases. The TSRP also chaired the Impaired Driving Taskforce

TS-2020-NVOTS 658-00178 -Nevada Office of Traffic Safety-OTS Impaired Training Program/ ARIDE, DRE

Funding Source: 402

Budget: \$38,000

Obligation Spent: \$626.42

The activities for this project included coordinating DRE and ARIDE classes statewide. Ordering, receiving, and distributing DRE kits for DRE school students. Arrange for 20 officers to attend the virtual Drug and Alcohol Impaired Driving (DAID) training conference. This was an effective year for this impaired driving enforcement project. This project trained 35 officers in Advanced Roadside Impaired Driving Enforcement. 5. There were DRE classes scheduled for both Southern and Northern Nevada. Southern Nevada in May and Northern Nevada in June. All DRE classes were canceled due to COVID-19.

TS-2020-CC District Court-00013- Carson City DUI Specialty Court Case Manager**Funding Source: 405(d)****Budget: \$30,000****Obligation Spent: \$25,990**

The DUI Court offers a comprehensive treatment program for misdemeanor DUI offenders which includes treatment services, supervision and requires accountability from program participants through the use of alcohol/drug monitoring technology, random observed alcohol/drug testing, house arrest and the use of timely and appropriate sanctions for non-compliance. The goal is to lower DUI recidivism rates. Defendants are ordered into the program through court negotiations followed by an evaluation process. 98% of the evaluations are eligible to participate in the DUI court program which follows the 10 Key Components of the National Association of Drug Court Professionals (NADCP). Funding provides partial salary for one DUI Court Treatment Coordinator.

Specific program information:

Alternative Sentencing – Nearly level with 28 total participants, 1 of whom was a reoffender. There were 5 completions and no terminations.

Misdemeanor Treatment Court - down 23%: 63 total participants 6 of whom are reoffenders. There were 24 completions and 18 terminations due to discharge for non-compliance, voluntary withdrawal and 4 who met criteria for a higher level of care.

Mental Health Court – down 29%: total participants 45, 1 of whom was a reoffender. There were 12 completions and 13 terminations. Fifteen participants were given sanctions, and average of 17 participants per month were using ignition interlock devices.

Recidivism was as follows: 1 for Alternative Sentencing, 6 for Misdemeanor Treatment Court, and 1 for Mental Health Court for a program total of 6%, up 1% over last year and falling short of the 10% goal.

The goal of 3 tests per week for participants fell short by 66% due to COVID-19 shutdowns that prevented office visits by the participant as well as home visits by the Case Manager. Visits were conducted on phone or Zoom, and the Case Manager had to make judgments on compliance based on visual and speech indications.

The Case Manager and two team members completed training through virtual attendance to the NCDC conference, several local training sessions, and the Traffic Safety Summit in 2019. They also attended two in-person Victim Impact Panels. Training resulted in modifications to policies and procedures and created better compliance with best practice standards.

TS-2020-DC-00107- District Court Clark County- DUI Specialty Courts**Funding Source: 405(d)****Budget: \$57,000****Obligation Spent: \$43,768**

The Felony DUI program is a three- to five-year program and involves intensive treatment, counselling, random urine analysis and weekly support meetings. Participants are on probation during the entire program and serve a minimum six months under house-arrest. All participants are required to have a breath interlock device on any vehicle they own, operate or have access to during the entire time they are in the program.

There were 61 new participants in the program, 31 terminations and 100 graduates. The number of participants each month ranged from 249 to 318. 74 were referred to drug/alcohol evaluations. 410 sanctions were given. The number of participants per month on ignition interlock devices increased from 86 at the beginning of the year to 168 by year end. The court does not report IID use to the DMV. Participants entering the program are typically out of custody and employed, but there were 8 who gained employment.

TS-2020-WC 2nd Jud Ct-00035-Washoe County Second Judicial District Court-Felony DUI Court**Funding Source: 405(d)****Budget: \$30,000****Obligation Spent: \$30,000**

The Second District Felony DUI Court adheres to the Ten Guiding Principles of DWI Courts created by the National Center for DWI Courts (NCDL). The Program Coordinator ensured the service delivery plan was met by coordinating substance use disorder treatment, monitoring participant compliance with program rules and guidelines, preparing court dockets, being a liaison for court personnel and stakeholders, preparing return reports for successful graduates, and complying with all grant activities. The Coordinator also assists participants with securing full-time employment, enrolling in trade schools or college, creating a budget plan and tracking monthly income and expenditures. The DUI Court partners with a local bank who visits the Court monthly and provides budget counseling to our specialty court participants. The Court also works closely with the local junior college, Truckee Meadows Community College, in an effort to connect participants to academic and vocational opportunities tailored to their school and work experience. The number of participants in the program at the end of each month ranged from 117 to 131. There were 16 referrals for drug or alcohol evaluations. Thirty-two participants were able to attend financial or job-skills training or gain employment as a result of the program. The court team met 96 times over the year. Sanctions for non-compliance were issued 102 times. The number of participants per month using ignition interlock ranged from 68 to 88. The interlock requirements were not reported to the DMV. An average of 4 hours staff time per month was spent reviewing the ignition interlock monitoring reports.

The program goal to reduce recidivism was less than 5%, which was exceeded. Reported zero graduates reoffended. The Court closed on March 19th, due to COVID-19. For the duration of the shutdown, there were no criminal dockets in the sentencing departments. An extremely limited number of criminal cases were heard in the sentencing department which affected the number of new participants ordered to Felony DUI Court.

TS-2020-LVJC-00008-Clark County Judicial District Court-Felony DUI Court**Funding Source: 405(d)****Budget: \$50,000****Obligation Spent: \$50,000**

The award was publicized as required at the beginning of the year. The number of new participants accepted into the program was 29. The total number of graduates was 56. Unsuccessful terminations or transfers were 11. The range of program participants per month was from 42 to 71. The average referrals for drug or alcohol evaluation was 4-5 per month. There were 82 sanctions for non-compliance which included not paying fees, low creatinine homework, and SCRAM (Secure Continuous Remote Alcohol Monitor or alcohol sensor ankle bracelet) monitoring. The range of participants using ignition interlock per month was 6 to 20. The interlock requirement was not reported to the DMV as the court believes this is occurring through the BIID agency. 14 participants gained employment which was low due to COVID-19 shutdowns. There were 39 virtual meetings with the court team. The 12-month recidivism rate of participants was 1.74%.

TS-2020-MADD-00011-Mothers Against Drunk Driving- Court Monitoring program**Funding Source: 402****Budget: \$59,975****Obligation Spent: \$43,453.11**

Program Specialists and volunteers trained in MADD'S Court Monitoring program monitor DUI hearings/proceedings/trials, document observations and enter data into MADD's court monitoring tracking system. At the end of the grant year, two Roundtable events are held. The purpose is to present collected data

from northern and southern Nevada courts to OTS, judges, prosecutors, law enforcement and others, and provide an opportunity for discussions on best practices.

During the first quarter, both staff members focused efforts to develop rapport with local judicial officials, meeting with them to explain the overall goals, purposes and desired outcomes from a comprehensive court monitoring program that was being implemented. They also recruited court monitoring volunteers that would assist MADD staff members in court monitoring activities, who were active by December. In August, a new Program Specialist was hired to replace the former resignee and was able to finish all initial on-board and court monitoring training in August to begin full monitoring activities in Northern Nevada. Both Program Specialists for Washoe County stated that Reno Justice Court refused to allow them access to data mining, and their collection was mostly from Sparks Municipal Court. The northern and southern Roundtables took place and data is attached to the Grant Evaluation.

TS-2020-WCSO-00031-Washoe County Sheriff's Office- Impaired Driving

Funding Source: 405(d)

Budget: \$25,000

Obligation Spent: \$24,173.92

This award funded 362 overtime hours resulting in 16 DUI arrests. There were 242 stops over a total of 19 saturation patrol deployments throughout the year. The weekend saturation patrols resulted in a 9% increase in impaired driving arrests as measured against the same period in the previous year, exceeding the 5% goal. 100% of the deputies assigned to patrol were knowledgeable of the ignition interlock laws, but none were able to complete the NHTSA training. The initial press release and subsequent press releases informed the public of the OTS award and the DUI saturation patrol program.

TS-2020-NVOTS 658-00177 -Nevada Office of Traffic Safety- DUI Training for Courts/Judges/Prosecutors

Funding Source: 405(d)

Budget: \$30,000

Obligation Spent: \$1,334

This project funds courts in Nevada by providing encouragement and assistance to attend training through the National Center for DWI Courts (NCDC). The in-person training was aimed at providing DUI Court teams including the judge and case manager foundational skills to assess their participants correctly and implement best practices to achieve a good outcome. They also offer Court Technical Assistance to provide DWI Courts to implement improved program practices. The training was offered free of charge, but not the travel support. This grant was to pick up travel support for those courts registered in NCDC training. Information on the guidelines and availability of funding was to be disseminated to DUI Courts in advance of their application for funding, and the courts were required to show OTS proof of registration to NDCD in their application.

Due to the COVID-19 shutdowns, the in-person training offered by the NCDC was closed; but the annual NADCP Conference, All Rise 20, was pivoted to a virtual format. Because there was no travel or per-diem required, the only expense was the reduced registration fee.

Two courts took advantage of the training: Las Vegas Justice Court sent two court coordinators and claimed online registration fees only; and Carson City First District Court sent a coordinator and a court officer. Carson City First District already had training written into their budget agreement and did not claim expenses to this grant

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 6: SPEEDING RELATED FATALITIES

Related Projects

TS-2020-CCSO-00054 Traffic Initiative

Funding Sources: 402

Award Budget: \$28,000

Obligation Spent: \$27,608.91

The overall goal of this project was to increase the number of speeding citations and reduce the number of traffic crashes. The radar devices used to support this speed reduction project were purchased and radar certification training resulting 90% of all CCSO Deputies being certified on the use of radar. Carson City Sheriff's Office maintains a traffic enforcement unit, having all officers certified to use radar to conduct speed enforcement increases effectiveness for the agency. CCSO was unable to accomplish its goal of increasing enforcement by 25%. This was directly attributed to staffing being diverted to handle COVID-19 related activities. CCSO was able to participate in three of the four scheduled Joining Forces speed events and issued 127 speeding citations.

TS-2020-DPS NHP-00198 LIDAR Speed Measurement Device

Funding Sources: 402

Award Budget: \$10,000.00

Obligation Spent: \$10,000.00

The Nevada Highway Patrol purchased LIDAR units to be used during times of high traffic density and to enhance speed efforts during these times where traffic volume is high. The primary goal of the project was to provide additional technology to assist the Troopers with speed enforcement activities, promoting safer highway usage during peak usage. The lidar units were deployed in Southern Nevada in the Primm and Laughlin Nevada duty stations. The award also provided the opportunity to conduct additional training in the use LIDAR, where the Nevada Highway Patrol trained eleven additional staff members. The timing of the Grant award has only allowed the Nevada Highway Patrol to report on the units for the past two months. During this period 355 citations were issued utilizing the new Lidar units.

TS-2020-LiCSO-00036- Lincoln County SO- Speed Project

Funding Source: 402

Budget: \$27,500

Obligation Spent: \$27,051.80

This project funded increased DUI and speed enforcement in rural Lincoln County. With funding from this project Lincoln County Sheriff's Office was able to accomplish the following: Purchase 10 Custom Signal Raptor Radar units and 15 LifeLoc FC10Plus preliminary breath testing devices and place them into service. Due to Covid 19 related restrictions placed on Deputies, the Sheriff's office was not able to reach their goal of 525 speeding citations, but did record 465 speeding citations during the year. They were able to work 5 speed related high visibility enforcement events during the year. Despite the Covid 19 related restrictions they did make 18 DUI arrests exceeding their goal of 15.

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 7: NUMBER OF MOTORCYCLIST FATALITIES

Related Projects

TS-2020-NVOTS 658-00169-Nevada Office of Traffic Safety-Motorcycle Safety Program

Funding Source: 405(f)

Budget: \$85,436

Obligation Spent: \$81,057

This internal project funded motorcycle safety initiatives to reduce the number of single- and multi-vehicle crashes involving motorcyclists to include improvements to motorcyclist safety training curricula and outreach programs to enhance driver awareness of motorcyclists. Specifically, the project funded a social media campaign directed at motorists to look twice for motorcyclists, a motorcycle crash bystander assistance training for motorcycle safety instructors and further development and implementation of Moto 101; education for young drivers/riders on riding motorcycles.

Due to COVID 19 related issues and restrictions it was apparent that all of the activities could not be accomplished within the project timeframe. In order to fulfill the mandate to reduce crashes and serious injuries the total award was increased and reallocated to create and implement a motorcycle safety - Share the Road campaign directed at motorists. This social media campaign resulted in over 3.4 million impressions.

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 8: UNHELMETED MOTORCYCLIST FATALITIES

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 9: DRIVERS AGE 20 OR YOUNGER IN FATAL CRASHES

Related Projects

TS-2020-NVOTS 658-00176-Nevada Office of Traffic Safety-Zero teen Fatalities Program

Funding Source: NDOT

Budget: \$142,110.00

Obligation Spent: \$92,921.85

Zero Teen Fatalities increases awareness of the impact of seatbelt usage and the dangers of impaired and distracted driving, as well as speeding and aggressive driving, which are all critical safety issues for this 15-20-year-old age group. The program is a fast-paced and always evolving program that has found success and continues to expand. As can be expected, the program substantially decreased its in-person presentations due to the Covid pandemic and shut down of schools and activities. Information was provided to 75 teens on safe driving via 5 statewide high school presentations, 38 outreach events, partnering events with new stakeholders. Following March 2020 the focus of the program shifted to providing information and education via digital and online training deliver. This will continue throughout the various programs which has proven to allow ZtF to expand its reach into more rural communities. The program has enhanced processes and evaluation with the use of technology by utilizing a Wufoo online program while driving programs such as Driver's Edge, D.R.I.V.E., Moto 101, and Code Zero have gone paperless for their pre/posttests and evaluations. The Driving Responsibly Includes Vehicle Education (D.R.I.V.E.) court-appointed juvenile program, was expanded to Reno, Carson City, Henderson, and three rural areas: Winnemucca, Elko, and Pahrump. Due to COVID-19 goals and objectives were not achieved.

TS-2020-Drivers Edge-00006-The Payne Foundation, Inc.-Driver's Edge Teen Safe Driving Program

Funding Source: NDOT

Budget: \$322,762.00

Obligation Spent: \$101,238.04

The goal of Driver's Edge is to turn novice drivers into safe drivers who are focused and are prepared to react properly and in a manner that will not cost lives if an emergency situation arises. The goal is to consistently decrease the number of young driver related (aged 20 and under) fatality motor vehicle collisions each year. Due to the nature of the Driver's Edge program, and the Covid pandemic, activities were curtailed and the project has been temporarily suspended. In 2020 the program did not meet all of its goals and objectives.

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 10: PEDESTRIAN FATALITIES

Related Projects

TS-2019-UNLV-00101-University of Nevada, Las Vegas-Vulnerable Road Users Project

Funding Source: NDOT

Budget: \$125,000

Obligation Spent: \$124,364.40

Based in the University of Nevada, Las Vegas' Traffic Research Center this project's mission is to eliminate critical and fatal crashes involving foot and bicycle users, motorcyclists and scooter riders. This is done through outreach, education and advocacy in every sector that affects the ability for human-powered transportation to safely reach their destination, including community education; working with road planners and developers, engineers, law enforcement and emergency responders; and through education of decision makers in the community, law enforcement, business leaders, first responders and government using multiple media outlets (print, television, radio, social). Activities occur statewide with the primary focus being the Las Vegas Metro area, where high speed limits, wide streets, and heavy pedestrian and motorized traffic contribute to high crash fatality rates. Court ordered Pedestrian Safety class through the Clark County Justice Court is held 4x monthly and covers all laws for drivers and pedestrians. A major effort has been made this year to support the Vision Zero Truckee Meadows project including consultation with city leaders and implementation of a citizen survey. Extensive participation in community events, organizations and committees including the Transportation Advisory Committee for the RTC of Southern Nevada, Regional Trauma Advisory Board, Statewide Pedestrian Task Force Chair. The media campaigns have reached millions of citizens, tourists in-state and out-of-state.

TS-2020-NLVPD-00053-North Las Vegas Police Department-Pedestrian Safety, Awareness and Education Program

Funding Source: 405(h)

Budget: \$40,000

Obligation Spent: \$37,224.96

Conduct Pedestrians safety special enforcement events to raise public awareness of the dangers pedestrians face, help drivers better understand the need to avoid distractions while operating a vehicle, and bring a higher level of awareness of pedestrian responsibilities. A week prior to each enforcement event, distribute a media release detailing the purpose of the project and request media exposure, in addition to inviting media on-scene to film and report the results of each enforcement event.

Even though there were no grant enforcement events for 7 months out of the year, due to COVID-19, the NLVPD exceeded the number of events held. Eight events were conducted, issuing 175 citations & 61 warnings to pedestrians, and 790 citations & 144 warnings to drivers. In some cases, their Joining Forces activities were held at the same time as this grant, which is a great use of combined resources. This allowed them to cover more areas than just utilizing a single source. In conjunction with the enforcement efforts with pedestrians, local media covered the events, which helps to educate drivers to pay attention to their driving behaviors, especially while in and around school zones. A slightly higher rate of fatal and serious injury pedestrian related collisions has been reported. To date, there have been 5 pedestrian related fatalities. During this same reporting period in 2019, there was 3 pedestrian fatalities. While it was an increase, it can be attributed to the pandemic, and the lack of availability of resources to be dedicated to the grant activity. At the end of Sept 2020, there has been 7 other types of fatalities versus the 4 during the same reporting period in 2019.

TS-2020-RPD-00064-Reno Police Department-Pedestrian Safety Program**Funding Source: 405(h)****Budget: \$40,000****Obligation Spent: \$39,941.04**

The purpose of this project is to decrease vehicle vs pedestrian collisions and fatalities in the City of Reno. RPD will provide support for pedestrian safety saturation and crosswalk enforcement events in areas identified as hot spots for vehicle vs. pedestrian conflicts. The project includes sworn officer school visits and outreach to vulnerable adults.

RPD conducted a total of nine pedestrian operations. Four of these operations utilized officers as “walkers” attempting to legally cross in crosswalks. Five operations were saturation operations. The majority of these locations were in midtown, downtown, and in and around school zones. RPD was able to maintain its enforcement activities in the Covid environment.

A review of operation statistic sheets for the entire grant year shows the following:

Citations Issued - 623

Warning Issued - 263

Pedestrians identified at fault - 234

Driver identified at Fault -643

Impairment noted in driver or pedestrian - 3

Arrest noted - 9

Arrests were made for outstanding warrants, drug possession or driving under the influence.

It is important to note the educational impact of the citations and warnings, issued directly to an audience identified by unsafe behaviors. The operations provide opportunities for education and intervention that are more targeted and impactful than broad social messaging.

TS-2020-REMSA-00080-Regional Emergency Medical Services Authority-Rethink Your Step**Funding Source: 402****Budget: \$15,000****Obligation Spent: \$0.00**

Rethink Your Step program addresses pedestrian injuries and deaths by educational outreach to the cities of Reno and Sparks. For the grant year, 2020 REMSA did attend five community events that distributed pedestrian safety information educating approximately 650 people about pedestrian safety. The Covid pandemic impacted this project’s activities and hindered many efforts especially when trying to address large population events. Since Mid-March 2020, we had to downscale due to state mandates. The agency did not use any funds but did submit Match Only claims.

TS-2020-LVMPD-00022-Las Vegas Metropolitan Police Department-Pedestrian Safety**Funding Sources: 405(h)****Budget: \$ 75,000****Obligation Spent: \$ 74,835.23**

This project provided the Las Vegas Metropolitan Police Department (LVMPD) enforcement for pedestrian safety laws in the city of Las Vegas and Clark County. Officers work overtime to conduct enforcement events focusing on pedestrian and drivers to combat the high number of pedestrian related incidents and crashes.

Covid-19 created some obstacles, and there was 1 month of no pedestrian related enforcement, however all grant goals, objectives and activities were still met or exceeded. During the grant year, LVMPD’s Pedestrian Safety enforcement teams were deployed on at least 67 occasions. The Pedestrian Safety enforcement resulted in 1,826 citations & 146 warnings issued to pedestrians and 2,334 citations & 106 warnings issued to vehicle

drivers. Additionally, officers arrested two impaired drivers, and five pedestrians were arrested for charges ranging from jaywalking to possession of dangerous drugs. Reducing the number of pedestrian related traffic crashes from 49 in 2019 to 43 in 2020.

Some Pedestrian Safety enforcement events were scheduled with the focus on driver behavior (crosswalk decoy), and others were focused on pedestrian behavior. Enforcement events were deployed in all areas of the Las Vegas Valley including the resort corridor. Officers and supervisors used their knowledge, historical crash data, and public outcry to determine the best areas to work.

Over 570 hours of match time of officers working Pedestrian Safety enforcement were combined with the grant funded hours resulting in over 1,581 hours of LVMPD Traffic officers on Las Vegas roadways enforcing Pedestrian Safety statutes.

TS-2020-UNLV-00065-University of Nevada, Las Vegas- Traffic & Pedestrian Safety Campaign

Funding Source: 405(h)

Award Budget: \$12,500

Obligation Spent: \$7,204.98

This is the first grant with UNLV PD. Progress was heavily effected due to the COVID-19 pandemic by the closure of the campus' and police patrol was doing their best to limit public interactions and the potential for exposure, however some activities were able to be conducted.

TS-2020-UNR-00012-University of Nevada- Pedestrian Safety Project

Funding Source: 405(h)

Award Budget: \$12,500

Obligation Spent: \$6,545.88

Prior to the pandemic, progress towards the achievement of our goals, objectives, and activities was made. Events were scheduled for the grant year, and several took place, providing opportunities for educational outreach, learning activities, and enforcement of pedestrian safety laws. Officers were able to interact with many students on campus. With the start of fall semester, a couple final tabling and interactive events occurred with some success. The individuals who participated did so in an enthusiastic and positive manner, and it was clear they learned lessons from the activities and conversations. Participant numbers were low though, due to the inherently smaller population on campus. Officers were able to continue enforcing laws, with 259 speeding citations and 14 failing to yield to a pedestrian, citations since Jan 1st, 2020 to the present.

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 11: TRAFFIC RECORDS

Related Projects

TS-2020-DPS NHP-00118-Nevada Highway Patrol-Crash Data Retrieval

Funding Sources: 405(c)

Budget: \$57,485

Obligation Spent: \$36,615

The Nevada Highway Patrol (NHP) initiated purchase of the CRD system(s) once state approval was received, completed training on the equipment, integrated the equipment into their crash investigations procedures, issued a press release, and started collecting data for baseline measures.

HP Southern Command received the equipment the first half of August 2020 and distributed the up to date crash hardware to Northern Command West on August 17, 2020. The training and travel were cancelled due to COVID and a Change Order was completed to remove it May 2020. With the new equipment, NHP was able to aid Las Vegas Metro PD (LVMPD) with downloading a vehicle that was involved in one fatal crash and were also able to download vehicle data for two of their fatal crashes.

TS-2020-NVOTS 658-00170-Nevada Office of Traffic Safety-Records Management System, Tyler/Brazos System

Funding Source: DOT23

Budget: \$1,051,108

Obligation Spent: \$843,801.90

The Traffic Records Program Manager and the Traffic Records Coordinating Committee (TRCC) continued facilitation for the implementation of the Brazos Technology software contract. The TRCC continued work towards accomplishing key objects in the Traffic Records Strategic Plan and met quarterly. The Traffic Records Program Manager continued administration of the Brazos Technology contract by assuring adherence to the contract and state regulatory procedures, including monitoring of issues and deliverables.

The Yerington Police Department was implemented to use the crash and citation Brazos software in September 2020. The initial Mapping Geolocator Tool development was released in April 2020 and JLINK was ready to test in May 2020 with Las Vegas Metro PD. The Mapping Geolocator Tool will be released for pilot testing in November 2020 with a targeted January 2021 go live. The JLINK testing was postponed due to COVID and will resume when possible. Several new builds were completed which allowed agencies to upgrade their hardware.

TS-2020-NVOTS 658-00171- Nevada Office of Traffic Safety-TRCC Strategic Plan Coordination & Development

Funding Source: 405(c)

Budget: \$75,000.00

Obligation Spent: \$74,123.60

Kimley-Horn conducted quarterly meeting with the TRCC members as a group, surpassing the previous MAP-21 and current FAST Act requirements of three meetings per fiscal year. Additionally, the service provider revamped the TRCC Charter, continued to record meeting minutes and forecasted future meeting dates, though not required by the FAST Act.

Kimley-Horn coordinated the TRCC and other Task Force meetings, provided meeting notes, and action items. They were responsible to help with the development of the statewide Traffic Records program area of the Highway Safety Plan (HSP), oversights grant development with state and local agencies, and monitored and

evaluated Traffic Records grant programs statewide.

TS-2020-NVOTS 658-00181-Nevada Office of Traffic Safety-Brazos Working/Crash Records Technical Group

Funding Source: 405(c)

Budget: \$10,000.00

Obligation Spent: \$0

The goal of this project is to enable all member agencies to send one representative to these meetings with travel and per diem costs covered. This will maintain the current level of participation by reducing the cost of the agencies' participation to covering the salary and associated benefits for the employees attending the meeting. Two meetings are normally held via conference phone with one in-person meeting held in Reno and the other held in Las Vegas; however, this year all of the meetings were held remotely due to COVID.

TS-2020-NVOTS 658-00183- Nevada Office of Traffic Safety-Traffic Records Fixed Deliverables Master

Funding Source: 405(c)

Budget: \$50,000

Obligation Spent: \$25,716

The goal of this project was to provide funding to law enforcement agencies so that they have the ability to submit their crash and citations electronically to the State. Capitol Police, Eureka County Sheriff's Office, and White Pine County Sheriff's Office were implemented successfully.

Yerington Police Department purchased their hardware, worked with Tyler to implement their project, and trained their personnel on the use of Brazos. The Yerington Police Department submits crash and citation directly to the State. Their crash and citations are timely, the amount of time spent producing them was reduced, and officer safety was improved with less time spent on the side of the road.

TS-2019-UNLV-00089-University of Nevada, Las Vegas-Nevada Road Users Linked Database Research

Funding Source: DOT23

Award Budget: \$250,000

Obligation Spent: \$223,924.40

This project is funded to share, distribute and collect accurate statistical analysis reports and data that will guide data-driven injury prevention activities. UNLVSOM pursues data from their data partners and links the data when it is made available. They participate in community and injury prevention events in targeted high priority areas. They regularly identify media/future scientific conferences for dissemination of the data, TREND newsletters, infographics, and fact sheets. UNLVSOM also supports Nevada Legislative session by providing supporting data upon request. They participate in community and injury prevention events.

UNLVSOM continued to maintain the crash-trauma data 2005-2017. The data from one of the trauma centers for 2018 & 2019 was not provided due to COVID and NDOT experienced issues receiving 2018 and 2019 crash data from NCATS. UNLVSOM was successful in acquiring Nevada road user hospital disposition data from the Center for Health Information Analysis (CHIA) of Nevada, maintained at UNLV. Their research protocol was approved by the UNLV Institutional Review Board (IRB) to include Nevada citation data with identifiers and a request was submitted to OTS and the data will be provided in Q4 2020 or Q1 2021. Dr. Kuhls worked with a collaborative group of trauma and injury centers and the CDC to gain approval of additional ICD-10 codes that represent injury resulting from micro-mobility devices, such as motorized scooters and other micro-mobility devices. These ICD-10 codes will be implemented in 2020-2021 and will inform additional safety and injury prevention opportunities.

TS-2020-UNLV-00149- University of Nevada, Las Vegas-Evaluation of Nevada Traffic Safety Prevention Programs**Funding Sources: 402****Budget: \$50,000****Obligation Spent: \$33,334.22**

This project funds researchers within the Department of Surgery at the University of Nevada, Las Vegas School of Medicine (UNLV SOM) to help evaluate existing traffic safety prevention programs within the state and make best practice recommendations to provide programs with a means to evaluate their program critically.

The objective and goals for FFY20 was for UNLV SOM to complete and deliver the final reports for projects carried over from the previous grant year (Phase 1). These projects included the Driving Under the Influence (DUI) toxicology research project, the pilot of the Evaluability Self-Assessment Tool Kit, and a follow-up to the evaluation of Driver's Edge. The DUI toxicology project is in progress, as data from contributing labs was received in a delayed manner and the project is ongoing with anticipated completion in the next grant year. The Evaluability Self-Assessment Tool Kit (Injury Prevention Evaluation Tool Kit [IP-ET]) was completed but the pilot testing of the Tool Kit was not completed due to the impact of COVID19. The follow-up to the Driver's Edge evaluation was completed, with a comparative follow-up report. To select and assess the evaluability (i.e. readiness for evaluation) of 1-2 traffic safety programs (Phase 2). This included assessing support for evaluation and data availability and determining program theory and implementation through stakeholder meetings and site visits, which did not occur due to COVID19. To design and execute appropriate program evaluations for the selected traffic safety programs (Phases 2-3) and to complete a final report and presentation (Phase 4), which were not started due to the delays experienced with DUI Toxicology project and the Tool Kit.

TS-2020-UNLV-00182- Nevada Office of Traffic Safety - RMS Interfaces**Funding Sources: 405(c)****Budget: \$20,000****Obligation Spent: \$15,678**

The goal of this project was to improve crash data system interfaces- electronic citation/crash data is submitted through Brazos from officer in the field. The data is exported to courts statewide allowing for readily, accurate access. Interfaces between Winnemucca PD and Yerington PD were completed between Brazos and their RMS. Data from Brazos was seamlessly interfaced into the two agencies' RMS.

TS-2020-NVOTS 658-00184-Nevada Office of Traffic Safety- NCATS MSA**Funding Source: DOT23****Budget: \$75,000****Obligation Spent: \$56,190.13**

In this project EITS was to update the NCATS repository by adding and updating data elements to be more consistent with MMUCC. Replace the system used to upload crash reports to the NCATS repository and decrease the time to submit approved crash reports to NCATS by automating the upload process. Provide server maintenance and data management for the NCATS repository.

The project was delayed into December of 2019 with testing continuing into May 2020. The direct interface between Brazos Crash and EITS' version of NCATS was completed; however, issues with NDOT receiving complete crash data has continued. The interface needs to be written directly from Brazos Crash to a NDOT database in order to eliminate issues that occur when EITS transfers the data to NDOT.

TS-2020-NVOTS 658-00185-Nevada Office of Traffic Safety- Traffic Records Data Quality Project

Funding Source: 405(c)

Budget: \$50,000

Obligation Spent: \$0

Two of the crash software recommendations are in unit testing status which are to add a Map-based incident locator tool and capture Lat/Long data. A few of the recommendations were completed from the final NV Go Team Report which were to update the road index within the software application, assign/hire a data training coordinator, schedule the crash data software releases, and to increase State involvement throughout the software development cycle. The other recommendations were deferred until FFY21. Completing as many of the Go Team's recommendation that are possible in FFY2021 and FFY2022.

PERFORMANCE MEASURE 12: CHILD PASSENGER SAFETY

Related Projects

TS-2020-EV Fam-00046-Child Restraint Safety Program

Funding Source: 405(b)

Budget: \$11,241.00

Obligation Spent: \$11,239.37

This project funded 18 child safety seat educational classes which educated 32 caregivers on the correct installation of child safety seats. Conducted outreach at three WIC locations, the Sunrise Library, the Mater Academy (3 locations), Acelero Learning Centers of Southern Nevada, the Clark County Department of Child & Family Services and the Laughlin Family Resource Center. During these events, 23 child safety seats were inspected, and 13 child safety seats were distributed. Increased East Valley Family Services Child Passenger Safety Technicians by two and recertified two existing Child Passenger Safety Technicians. There are now six Child Passenger Safety Technicians on staff, two of which are bi-lingual.

TS-2020-Kinship-00087-Car Seats for Kinship Caregivers

Funding Source: 405(b)

Budget: \$6,500

Obligation Spent: \$6,500

This project funded 23 child safety seat educational classes and 290 educational appointments which educated kinship caregivers on the correct installation of child safety seats. Conducted one child safety seat checkpoints at the Foster Kinship location. During these events, 508 caregivers were educated, 467 child safety seats were inspected, and 47 child safety seats were distributed.

TS-2020-NVOTS 658-00179-Nevada Office of Traffic Safety-First Responders CPS Training

Funding Source: 405(b)

Budget: \$48,590.00

Obligation Spent: \$20,643.42

The goals of this project were to certify new child passenger safety technicians, recertify current child passenger safety technicians and conduct child safety seat inspections and installations at locations throughout northern and rural Nevada. Conduct at least three trainings to certify new child passenger safety technicians and one continuing education (CEU) class to allow current child passenger safety technicians to obtain credits to maintain certification. Provide Child Passenger Safety Seat misuse training for two Nevada Highway Patrol academies. This project successfully funded the certification of 19 new Child Passenger Safety Technicians during eight Child Passenger Safety Certification courses taught statewide with 19 of the new technicians being located in rural Nevada. Funds were used to pay for instructors at four of these courses.

Funds were used to pay the registration fees for 13 Child Passenger Safety Technician candidates, the recertification fees for nine Child Passenger Safety Technicians and two Child Passenger Safety Technician Instructors. Funds also provided 61 infant only car seats, 162 convertible car seats, four All-in-One car seats, 68 no back booster seats and 66 combination seats. These car seats were distributed to the Community Chest, Irene Benn Health Clinic, Pershing County Sheriff's Office, West Wendover Police Department, Pyramid Lake Paiute Tribe, Churchill County Social Services and the Consolidated Agencies of Human Services.

Provided Child Passenger Safety Seat misuse training to two Nevada Highway Patrol academies where 19 cadets were educated in the identification of Child Passenger Safety Seat misuse. In spite of the many Covid pandemic restrictions trainings continued utilizing State mitigation practices.

TS-2020-Renown-00121-Public Awareness Campaign to Boost Proper Use of Child Safety Seats

Funding Source: 405(b)

Budget: \$10,300.00

Obligation Spent: \$9,958.62

The goal of this project was to conduct four child safety seat community events within the Northern Nevada rural area which will educate caregivers on the correct installation of child safety seats. Child safety seats will be provided to those demonstrating a need.

This project funded five community outreach events throughout rural Nevada. During these events, 68 child safety seats were inspected, and 43 child safety seats were distributed.

TS-2020-RWFRC-00021-Ron Wood Child Car Seat Safety Program

Funding Source: 405(b)

Budget: \$25,941.00

Obligation Spent: \$9,418.44

Conducted 5 child safety seat community events where 70 child safety seats were inspected, and 77 child safety seats were distributed. Conducted two Child Passenger Safety Technician trainings in which 13 students successfully completed the certification process and are now able to assist in community child safety seat events. Conducted 22 child safety seat educational classes which educated 22 caregivers on the correct installation of child safety seats. Updated the Family Vehicle Safety Program (FVSP) curriculum and associated forms in English and Spanish.

TS-2020-LCHS-00068-Lyon County Human Services

Funding Source: 405(b)

Budget: \$4,085.00

Obligation Spent: \$3,882.66

Conducted four community outreach events which educated 73 caregivers on the correct installation of child safety seats. During these events, 67 child safety seats were inspected, and 35 child safety seats were distributed. Increased Lyon County Human Services Child Passenger Safety Technicians by four and recertified three existing Child Passenger Safety Technicians. There are now seven Child Passenger Safety Technicians on staff.

TS-2020-Nye Comm-00060- Nye Communities Coalition- NyeCC Child Passenger Safety

Funding Source: 405(b)

Budget: \$12,421.00

Obligation Spent: \$10,580.42

During these events, 114 child safety seats were inspected, 82 child safety seats were distributed, 82 caregivers were educated, and six new technicians were certified. This increased Nye Communities Coalition Child Passenger Safety Technicians by five and two staff attained Instructor Candidacy status.

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 13: BICYCLE SAFETY

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PERFORMANCE MEASURE 14: Distracted Driving

Related Projects

See projects **TS-2020-NVOTS 658-000168**, **TS-2020-NVOTS 658-00175**, **TS-2020-NVOTS 658-00172**, and **TS-2020-NVOTS 658-00180**

PROJECTS NOT IMPLEMENTED

TS-2020-DPS NHP-00101-Nevada Highway Patrol-Crash Reconstruction Training

Funding Sources: 405(c)

Award Budget: \$24,000

Obligation Spent: \$0

This project was cancelled due to the requirements of the Covid pandemic.

TS-2020-NVOTS 658-00192-Data analysis BAC Testing

Funding Sources: 405(d)

Award Budget: \$3,500

Obligation Spent: \$0

This project was cancelled by OTS due to difficulties with the purchasing process.

TS-2020-NVOTS 658-00197-ANSTSE - Novice Teen driver Education and Training Standards

Funding Sources: 402

Award Budget: \$35,000

Obligation Spent: \$0

This project was cancelled due to the requirements of the Covid pandemic.

Work Zone Safety

There were no projects assigned to this planned activity.

PAID MEDIA AND PUBLIC RELATIONS

Coordination

NDOT Safety Engineering and the Nevada Office of Traffic Safety (OTS) continue to partner on the Zero Fatalities Nevada efforts. This includes a greater coordination with a single advertising firm. Duplication of efforts has been reduced with public relations, paid media and outreach is implemented by a single source.

Elements

This year, the Zero Fatalities traffic safety campaigns focused on the following areas:

- Pedestrian safety
- Motorcycle safety
- Distracted driving
- Impaired driving
- Occupant protection
- Intersection safety
- Bicycle safety
- Drowsy driving
- Aggressive driving
- Teen driving

The brand promoted these messages across the following channels:

- Radio (traditional broadcast and online outlets such as Pandora)
- Outdoor (billboards, posters, and transit signage)
- Digital (online banners)
- Social (Facebook, Twitter and Instagram)
- Sports sponsorships (Reno Aces, Vegas Golden Knights, and others)
- Outreach (community and safety events)
- Public relations (media interviews and press releases)

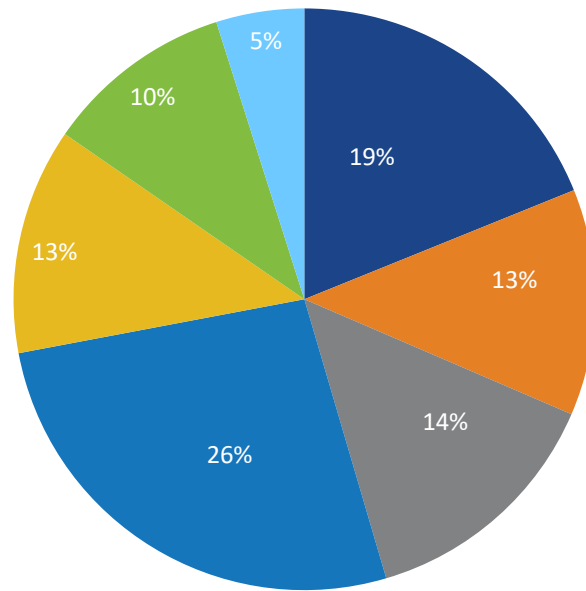
Campaigns

In FFY 2020, OTS ran three media campaigns, which included both paid and earned media components.

Updates & Results

Overall, from October 2019 – September 2020, the OTS Zero Fatalities-branded campaigns delivered over 263 million impressions. The Zero Fatalities program continues to have a recognition of over 50% with Nevada residents.

PAID MEDIA & PUBLIC RELATIONS FUNDING BY PROGRAM AREA



■ Impaired Driving ■ Speed ■ Pedestrian & Bicyclist ■ Occupant Protection
■ Young Drivers ■ Motorcycle Safety ■ Distracted

**Chart reflects funding from all sources, State and Federal.