



Impaired Driving Prevention Key Area

Meeting Agenda

Chair: Shannon Bryant, NV Traffic Safety Resource Prosecutor
Vice Chair: Meg Matta, Office of Traffic Safety

Date/Time: Thursday, May 25, 2023 | 1:30pm – 3:00pm

Dial-In/Online: 984-204-1608 | Click [here](#) to join online

Code: 208 728 907#

Agenda

- | | |
|--|----------------|
| 1. Welcome and Introductions | Shannon Bryant |
| 2. Notes from 02/23/23 Meeting | Shannon Bryant |
| 3. Data Update | |
| ○ Monthly Fatality Data | Lindsay Saner |
| ○ Traffic Records Coordinating Committee Update | Kevin Tice |
| 4. Nevada Advisory Committee on Traffic Safety Update | Andrew Bennett |
| ○ Traffic Safety Policy Priority Recommendations | |
| 5. DPS-OTS Update | OTS Staff |
| 6. NDOT Update | Lacey Tisler |
| 7. Impaired Driving Program Plan (for possible action) | Shannon Bryant |
| 8. Update on Strategies and Action Steps | Meg Matta |
| 9. Open Discussion | Shannon Bryant |
| 10. Upcoming Meetings | Lindsay Saner |
| ○ NVACTS – Thursday, June 8, 2:00-4:00 pm | |
| ○ Next Meeting – Thursday, August 24, 1:30-3:00 pm | |
| ○ Nevada Traffic Safety Summit – September 12-14, 2023 | |

Attachments:

- A. Summary from 02/23/23 Impaired Driving Task Force Meeting
- B. Monthly Fatality Updates
- C. Policy Priority Recommendation Template
- D. Impaired Driving Plan (Draft)
- E. Impaired Driving Strategies and Action Steps



Impaired Driving Prevention Meeting Summary

Date/Time: Thursday, February 23, 2023

Chair: Shannon Bryant, NV Traffic Safety Resource Prosecutor (TSRP), Washoe County District Attorney

Vice Chair: Meg Matta, DPS OTS

Facilitator: Lindsay Saner, Kimley Horn

Attendees

- See attached.

Topics

- Meeting Minutes from November Meeting – See attached.
- Data Update – Monthly Statewide Fatal Report, as of January 31 (see attached).
 - Preliminary Substance Involved Fatalities by County – Data for 2022 is still preliminary. Year-end 2021 report is the most complete. See attached.
 - Nevada crash data available at www.nevadacrashdata.com.
 - Monthly fatal reports sent by Kim Smith, PIO for Nevada State Police.
- Traffic Records Coordinating Committee (TRCC) Updates:
 - The next TRCC meeting is on Tuesday, March 7 at 1:30 PM.
- Nevada Advisory Committee on Traffic Safety Updates:
 - The most recent NVACTS meeting was December 8, 2022. The Committee received a presentation on Cannabis Consumption Lounges. You can review the meeting minutes and view the recording here: [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com)
 - The Traffic Safety Policy Priority Working Group meets bi-weekly to discuss traffic safety priorities for the 2023 Legislative Session. They group is developing fact sheets for each policy priority, with a focus on AB93 Automated Traffic Enforcement in School Zones.
 - The next NVACTS meeting will be March 9. If you would like to be added to the meeting announcement list for future NVACTS meetings, email lindsay.saner@kimley-horn.com.
- Office of Traffic Safety (OTS) Updates:
 - The Letter of Interest (LOI) submittal window for 2024 Grants is open. LOIs are one-page descriptions to notify OTS you want to do a traffic safety project and therefore apply for a traffic safety grant. If approved, subrecipient then prepares a full application for submittal. LOIs are reviewed by mid-March. Funding is available in all program areas.

- OTS is also working through new funding opportunities from the infrastructure bill (BIL).
- Tracking traffic safety-related legislation for the 2023 session.
- Nevada Department of Transportation (NDOT) Updates:
 - The Speed Management Action Plan is published on the NDOT website: [Speed Management Action Plan \(SMAP\) | Nevada Department of Transportation \(nv.gov\)](#)
 - Local Road Safety Plan (LRSP) for CAMPO is about to get started, and the next one will be for Elko County ([Local Road Safety Plan | Nevada Department of Transportation \(nv.gov\)](#)).
 - Safety Management Plans - East Flamingo Road completed a road safety audit (RSA) on 2/7/23. The South Virginia Street RSA will be in March.
 - The Highway Safety Improvement Program (HSIP) On-Call is going to the Board for approval in April. Two RFAs will be ready to release once the contract is final.
- Officer Mike Thiele with Las Vegas Metropolitan Police Department provided an overview of LVMPD's DUI Intervention Program.
 - The program began in August 2021, with Officer Thiele making in person contact with offenders. When approached in uniform, people were hesitant to talk.
 - Since July 2022, Officer Thiele meets with them out of uniform with social services, which has proven to be much more effective. The DUI Intervention teams meet with offenders every week.
 - The DUI Intervention program is customized for each person. The goal is to make them comfortable to open up. Counseling services are provided, whether through AA or other counseling services.
 - The DUI Intervention program has seen an 81% success rate, which is measured by those that are in the program and continue with the program. Looking at other metrics, including reoffenders that have been or are in the program.
 - Currently working to expand the program to Henderson PD.
 - For more information, contact Officer Mike Thiele, m9199t@lvmpd.com.
- Sergeant Andrew Sherbondy provided an overview of Washoe County's Sober 24 and Support, Treatment, Accountability and Recovery (STAR) programs.
 - The Sober 24 program is a testing facility for daily drug tests. Currently testing about 500 per day.
 - Deploying advanced monitoring using smart phones, with blue tooth PBT tests with video and audio to confirm test is completed.
 - The STAR program in Northern Nevada is a support, treatment and recovery program for individuals with an opioid addiction.
 - Support – providing support to reduce barriers to recovery treatment, including food, insurance, transportation, housing and medication treatment.
 - Treatment – focus on treatment and counseling, interactive journaling (Courage to Change), cognitive restructuring to reduce criminal behavior.
 - Accountability – participant has to demonstrate skills and behaviors to support team.
 - Recovery – after-care planning, sustained/maintained sobriety.

- NHTSA conducted an Impaired Driving Assessment for Nevada in Las Vegas from Jan 30 to Feb 2. Draft report attached. Key takeaways include:
 - DUI Tracking System – no states currently doing this successfully, but it is a recommendation from the team.
 - Ignition Interlock – providers to submit data/reports
 - Expand task force membership, create breakout groups, develop strategies and recommendations.
 - **Action:** Update Impaired Driving Strategies and Action Steps to reflect recommendations from the assessment.
- Joining Forces Impaired Driving Events – February 10-28 and June 30-July 21.

Actions

- Update Strategies and Action Steps based on recommendations from the assessment.

Decisions

- Next meeting of the Impaired Driving Key Area Task Force will be **Thursday, May 25, 1:30-3:00pm.**

Links/Resources:

- [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com/strategic-highway-safety-plan-zero-fatalities)
- [Nevada Advisory Committee on Traffic Safety - Zero Fatalities \(zerofatalitiesnv.com\)](https://www.zerofatalitiesnv.com/nevada-advisory-committee-on-traffic-safety-zero-fatalities)

Attachments:

- A. Task Force Roster/Attendance
- B. Statewide Monthly Fatality Data (as of 1/31/23)
- C. Substance Involved FARS Data
- D. 2023 Nevada Impaired Driving Assessment Draft Report
- E. Impaired Driving Strategies and Action Steps

DATE OF REPORT: 5/2/2023
DATA AS OF: 5/2/2023

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LAW ENFORCEMENT AGENCIES
FROM: THE OFFICE OF TRAFFIC SAFETY, STATE FATAL DATA
SUBJECT: PREPARED BY: ADAM ANDERSON, FARS ANALYST
FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

Month	2022 Crashes	2023 Crashes	% Change	Month	2022 Fatalis	2023 Fatalis	% Change
JAN	17	25	47.06%	JAN	28	26	-7.14%
FEB	22	15	-31.82%	FEB	23	17	-26.09%
MAR	32	26	-18.75%	MAR	34	26	-23.53%
APR	28	35	25.00%	APR	29	38	31.03%
MAY			0.00%	MAY			0.00%
JUN			0.00%	JUN			0.00%
JUL			0.00%	JUL			0.00%
AUG			0.00%	AUG			0.00%
SEP			0.00%	SEP			0.00%
OCT			0.00%	OCT			0.00%
NOV			0.00%	NOV			0.00%
DEC			0.00%	DEC			0.00%
Reporting Period Total	99	101	2.02%	Reporting Period Total	114	107	-6.14%
Total				Total			

KNOWN FATAL COMPARISON BETWEEN 2022 AND 2023.

COUNTY	2022 Crashes	2023 Crashes	% Change	2022 Fatalities	2023 Fatalities	% Change	2022 Occupants	2023 Occupants	% Change	2022 Unrestrained	2023 Unrestrained	% Change
CARSON	1	4	300.00%	1	5	400.00%	1	3	200.00%	1	0	-100.00%
CHURCHILL	2	2	0.00%	2	2	0.00%	1	2	100.00%	1	0	-100.00%
CLARK	76	67	-11.84%	90	69	-23.33%	40	34	-15.00%	16	13	-18.75%
DOUGLAS	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
ELKO	3	1	-66.67%	4	1	-75.00%	3	1	-66.67%	2	1	-50.00%
ESMERALDA	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	1	2	100.00%	1	3	200.00%	1	3	200.00%	0	2	200.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	1	2	100.00%	1	2	100.00%	1	2	100.00%	1	1	0.00%
LYON	1	2	100.00%	1	2	100.00%	0	1	100.00%	0	1	100.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	2	4	100.00%	2	6	200.00%	1	5	400.00%	1	1	0.00%
PERSHING	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	10	13	30.00%	10	13	30.00%	6	3	-50.00%	1	1	0.00%
WHITE PINE	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
Reporting Period Total	99	101	2.02%	114	107	-6.14%	56	58	3.57%	23	20	-13.04%
Total												

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2022 AND 2023.

COUNTY	2022 Pedestrian	2023 Pedestrian	% Change	2022 Motorcyclist	2023 Motorcyclist	% Change	2022 Bicyclist	2023 Bicyclist	% Change	2022 Other Scooter, Moped, ATV	2023 Other Scooter, Moped, ATV	% Change
CARSON	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CLARK	25	24	-4.00%	19	10	-47.37%	4	1	-75.00%	2	0	-100.00%
DOUGLAS	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LYON	0	1	100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	0	0	0.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	2	6	200.00%	2	2	0.00%	0	2	200.00%	0	0	0.00%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	28	33	17.86%	24	13	-45.83%	4	3	-25.00%	2	0	-100.00%
Total												

THIS REPORT IS A POINT IN TIME COMPARISON
THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN.
2022 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).
2023 DATA IS NOT FINAL UNTIL THE END OF DECEMBER 2024.
NOTE: The monthly report will be distributed by the 7th of each month.

Key: Fatalities= Total number of reported fatalities (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.
Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.
Pedestrian = Any person on foot, on a personal conveyance, or in a building.
Motorcyclist= A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.
Bicyclist= A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedalcar, electric bike).
Other = A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.



NEXT
4 MILES



NEVADA OFFICE OF TRAFFIC SAFETY

Impaired Driving Program Plan





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Appendix

Appendix A – Nevada Advisory Committee on Traffic Safety Roster and By-laws

Appendix B – Impaired Driving Task Force Roster

Appendix C – Nevada Transportation Board



1. Executive Summary

Mission: To eliminate impaired driving deaths and injuries on Nevada's roadways so everyone arrives home safely.

Vision: Committed to zero impaired fatalities because every life matters.

The Nevada Office of Traffic Safety (OTS), a Division of the Department of Public Safety (DPS), is the federally recognized highway safety office in the state of Nevada. The Director of DPS serves as the Governor's Highway Safety Representative (GR). The Director is appointed by the Governor of Nevada and operates under the authority and direction of the Governor. OTS is responsible for the planning, program, fiscal, and program oversight of grants administered through behavioral highway safety funding received from the federal government.

The OTS organizational structure consists of a Division Administrator and Deputy Division Administrator. The Division Administrator is responsible for the OTS overall, and the Deputy Division Administrator has direct oversight of Fiscal and Operations staff. The OTS Impaired Driving Program Manager administers grant funds, program activities, research, program evaluation, incentive grant requirements, etc. to address impaired driving issues statewide. The Program Manager also evaluates programs and reviews other states' impaired driving efforts and National Highway Traffic Safety Administration (NHTSA) recommendations and best practices. The Impaired Driving Program Manager has attended the impaired driving training and education courses offered through the Transportation Safety Institute (TSI) as required by OTS.



2. Data Driven Problem Identification

The Office of Traffic Safety's Impaired Driving Program supports and equips law enforcement, enabling them to remove high numbers of impaired drivers from the roads while Nevada's laws place increasing penalties on each successive DUI arrest. Yet, Nevada can neither arrest nor penalize the way out of the problem. Recent studies show that even a first time DUI offender is already a recidivist with as many as 100 previous offenses, and that any alcohol-impaired driving violation, not just convictions, is a marker for future recidivism. Nevada therefore looks to other strategies to combat impaired driving beyond law enforcement and adjudication; strategies intended to both change the social norms around impairment and to provide access to evidence-based early interventions.

Nevada made positive strides towards lowering the numbers on alcohol impaired driving fatalities from 2017 to 2020. According to the Nevada FARS data seen in **Table 1** below, in 2021 the alcohol impaired fatalities jumped 15%. Impaired driving makes up about 43% of the five year total crash fatalities in Nevada. According to the Centers for Disease Control and Prevention, Nevada ranks among the top 10 states with the highest alcohol use rates. In the Las Vegas metropolitan area, 25.6 percent of residents reported binge drinking in a National Survey on Drug Use and Health report, higher than the national average of 23.2 percent. Nevada's casino culture contributes heavily to the problem; the gaming industry provides alcohol twenty four hours a day, seven days a week, and casino patrons are often times served alcohol at no cost.

Table 1: *Substance Involved Fatal Crashes*

Substance Involved Fatal Crashes					
	2017	2018	2019	2020	2021
Total Crashes	290	299	285	309	360
Total Fatalities	309	329	304	333	385
Total Substance Involved Crashes	161	162	153	176	207
Total Substance Involved Fatalities	176	176	166	188	224
Drivers Only					
Alcohol Only (>.08%)	34	33	35	30	40
Marijuana Only	26	17	23	29	28
Poly Substance	48	64	66	74	84
Poly Substance - No Marijuana	24	27	21	22	26
Other Drug	12	11	9	9	14

Special events, local monthly wine walks, and beer crawls that attract as many as 12,000 to 15,000 attendees at 30 alcohol establishments also boost the economy. Additionally, discounts at non-gaming properties such as "all you can drink" specials, 50 cents shots and drinking games are encouraged. The World Series of Beer Pong is also held in Las Vegas annually. These practices create a culture of binge drinking which cost the state of Nevada \$3.100 billion or \$2.01 per drink in 2022 according to the CDC.



In 2021, according to Nevada's Criminal History Repository, 13,265 drivers were arrested for driving under the influence and 90% were first time offenders (see **Table 2**). Nevada has shown a slight decrease in the number of arrests over the past five years. The arrest data is important because the numbers rest on the reliable skills and discernment of law enforcement in the preliminary roadside testing to determine impairment. However, what happens to a case as it progresses through the system is difficult to track. In the table below, first through third offense numbers do not add up to total convictions. This is because each number is a snapshot in time and does not relate to the other numbers in the same column. The criminal history reports constantly change as additional dispositions or charges are sealed. Cases with deferred judgement frequently take a couple years to complete and report. Regardless, the State cannot arrest its way out of the impaired driving problem. Furthermore, we have little transparency on what happens to a DUI case as it progresses through the legal system. Indications are that a substantial number of those arrests end up getting pled down. The goal is to create a mechanism for tracking pleas to gain more transparency in the process.

Table 2: 2018-2022 DUI Offenses

	2018	2019	2020	2021	2022
Total DUI Arrests	11,968	12,873	12,092	13,265	10,458
Total Convictions	7,747	3,465	1,726	2,819	1,924
1st Offense	10,170	11,045	10,359	11,403	9,033
2nd Offense	1,292	1,307	1,237	1,211	917
3rd Offense	278	343	246	260	210

Recreational marijuana was legalized in Nevada by a ballot initiative in November of 2016. Within the first six months, cannabis retailers throughout Nevada collectively sold just under \$200 million worth of cannabis, and the prediction is that cannabis sales could reach upwards of \$1 billion by 2025. Additionally, cannabis lounges became legal in Nevada in October of 2021. Initially, 30 licenses will be granted: 10 to consumption lounges attached to or adjacent to an adult-use cannabis retail store. 20 more licenses will be available to independent cannabis consumption lounges (unattached to a retail outlet) and of these, 10 licenses will be reserved for social equity candidates. At the time of this writing, all but one lounge will be located in the Las Vegas area. As the lounges open for business, they will undoubtedly increase the number of impaired drivers on the roads. Many will be venue-hopping and possibly have alcohol or other drugs in their system. Compounded by tourism, it is anticipated that this will be the biggest problem facing Nevada's Impaired Driving Program in the coming years.

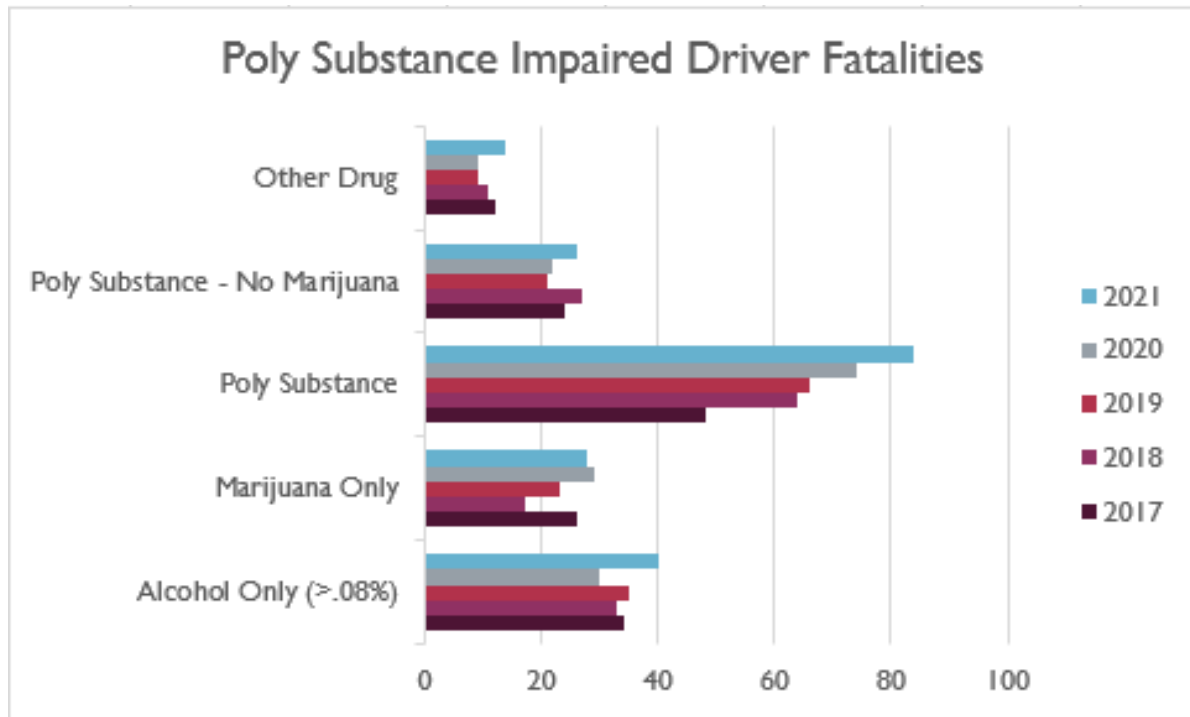


Figure 1: Poly Substance Impaired Driver Fatalities

The data in **Figure 1** above shows the steady increase in fatalities caused by polysubstance with marijuana between 2017 and 2021. Combining alcohol and cannabis can cause greater depressant effect and reduced motor control and concentration. Another dangerous short-term effect from mixing the two substances is that it can lead the user to feel less drunk and likely to drink more. Research indicates that people who mix alcohol and cannabis are more likely than those who only drink alcohol to engage in sensation seeking behavior.

In consideration of the total impact of impaired driving on Nevada, the state includes additional data such as property damage and non-serious injuries as a result of suspected alcohol and/or drug impaired driving between 2017 and 2021.

- 4,070 property damage crashes as a result of suspected driver impairment from alcohol and/or drugs
- 4,651 total injury crashes as a result of suspected driver impairment from alcohol and/or drugs
- 7,022 non-serious injuries in a crash as a result of suspected driver impairment from alcohol and/or drugs
- 445 serious injury crashes as a result of suspected driver impairment from alcohol and or drugs
- 666 fatal crashes (735 fatalities) as a result of suspected driver impairment from alcohol and/or drugs

**Table 3: Alcohol and/or Drug Suspected Crashes**

Year	Number of property damage crashes	(NOT SERIOUS) Injuries from suspected alcohol/drug related crashes	Serious Injuries	Impaired driving fatalities
2017				119
2018				119
2019				128
2020				133
2021				167

Age and Gender

- 69% of injury and property damage crashes with suspected impairment were male drivers
- Less than 1% of total crashes were as a result of a suspected impaired drivers aged 15-17 years old
- 30% of crashes as a result of a suspected impaired drivers aged 18-25 years old
- 611 crashes were as a result of a suspected impaired drivers aged 18-20 years old
- 2009 crashes were as a result of a suspected impaired drivers age 21-25 years old
- 2680 crashes were as a result of a suspected impaired drivers age 26-35 years old
- 2.1% of impaired driving fatalities were drivers 15-17 years old
- 4.2% of impaired driving fatalities were drivers 18-20 years old
- 16.4% of impaired driving fatalities were drivers 21-25 years old
- 16.5% of impaired driving fatalities were drivers 26-30 years old
- 79.7% of impaired fatalities were male drivers.

Location

Zero Fatalities Impaired Driving Fatal Crash data from 2016 to 2020 shows that 70% of fatalities occurred on urban roadways and 30% were rural. 62% of impaired fatalities occurred in Clark County (Las Vegas).

Impaired Driving and Young Driver Facts

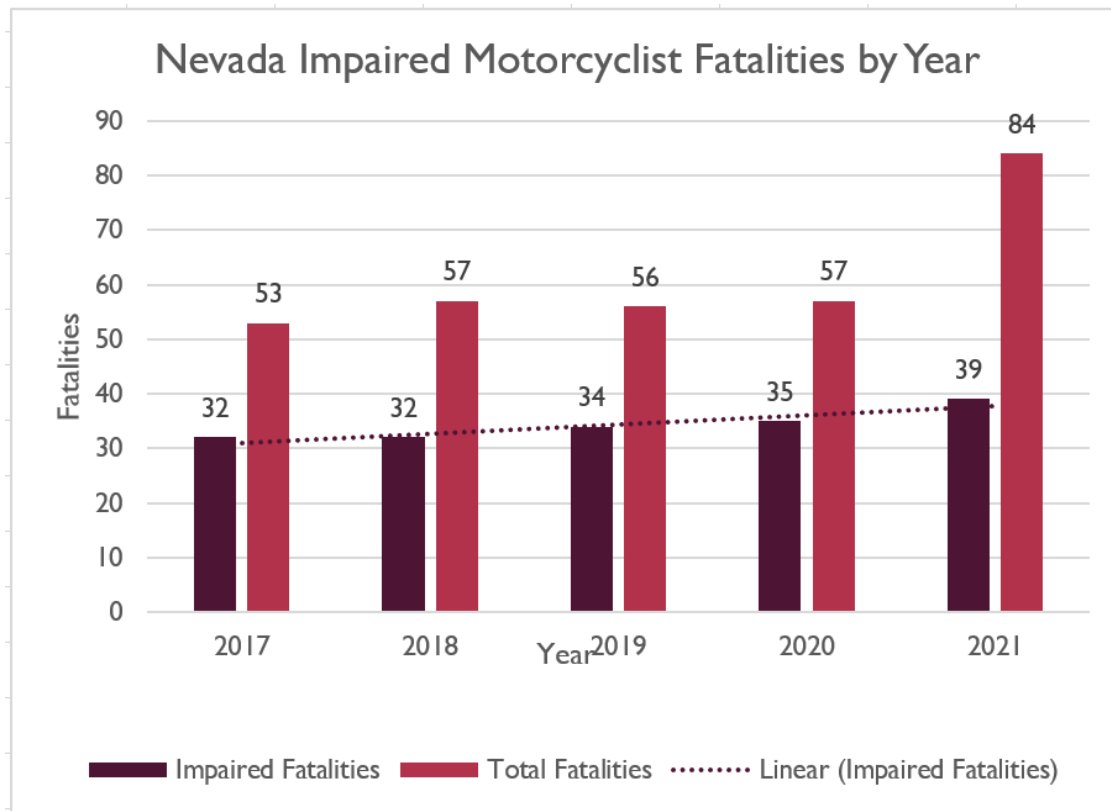
Young Drivers (15-20 years old) constituted 10% of impaired drivers involved in impaired driving fatalities in 2016-2020.



Motorcycles

Impaired Motorcyclist Fatalities from 2017-2021 numbered 172, approximately 45% of all motorcycle fatalities and representing approximately 20% of the total impaired crash fatalities.

Figure 2: *Fatalities Involving a Motorcycle Rider with BAC ≥ 0.08*





3. Program Management and Strategic Planning

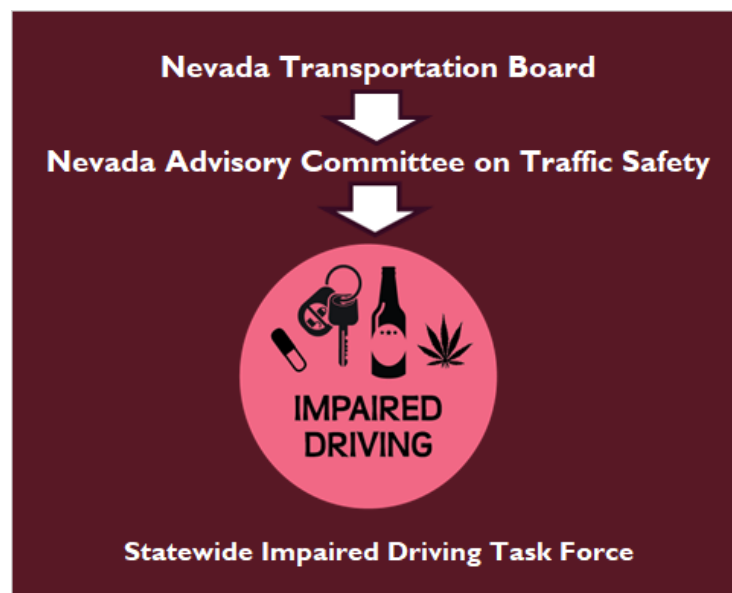
The Nevada Legislature adopted an amendment to transform and reorganize the previous advisory committee, the Nevada Executive Committee on Traffic Safety (NECTS) to the Nevada Advisory Committee on Traffic Safety (NVACTS). The authority for establishing NVACTS is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which creates the Advisory Committee on Traffic Safety within the Department of Transportation. NVACTS reports to Nevada's Transportation Board of Directors which includes the Governor, Lieutenant Governor, State Controller, and four members appointed by the Governor. The purpose of this committee is to review, study and make recommendations regarding certain issues relating to traffic and to prepare an annual report of its activities. All members have signed a Partner Pledge committing to support Nevada's goal of *Zero Fatalities*.

NVACTS identifies the most Critical Emphasis Areas (CEA) for traffic safety crash, injury, and fatality issues facing the State. The identified CEAs each have established Key Area Task Force Leadership Teams as the oversight and monitoring mechanism serving as the driving force for change in each CEA.

NVACTS has designated the Statewide Impaired Driving Task Force with the authority to approve the 2024 Nevada Impaired Driving Strategic Plan (IDSP).

3.1. Task Forces or Commissions

The Impaired Driving Task Force (IDTF) meets quarterly, following a set meeting schedule on the fourth Thursday of February, May, August, and November, and operates under the authority of the NVACTS. The IDTF is chaired by the Nevada Traffic Safety Resource Prosecutor (TSRP) and co-chaired by the Nevada Impaired Driving Coordinator. The membership of the IDTF is extensive with a diverse mix of individuals and organizations that can impact impaired driving issues. The IDTF establishes strategies and related actions steps that are tracked on a quarterly basis. Each action step has a leader, who reports to the Chair and Vice Chair on the status.





IDTF leadership is responsible for the following:

- Ensures team membership is multidisciplinary and includes representatives from at least three of the 6 “Es” of safety (Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone) and follows up with the SHSP implementation team if assistance is needed on team composition
- Schedules group meetings, notifies participants, and prepares meeting reports including action item implementation progress/status after each meeting
- Tracks progress on implementation of the action plan with assistance from various action step leaders and notifies the State SHSP coordinators if assistance is needed to implement an action step
- Prepares quarterly progress reports describing what progress has been made on each of the action steps
- Reviews the strategies and determines if any should be revised or deleted, identifies new strategies, and develops action plans
- Applies the SHSP to help implement a task or project

3.2. Strategic Planning

Nevada’s SHSP is a comprehensive statewide safety plan that identifies the most significant causes of fatalities and serious injuries on Nevada roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and strategies focusing on the six “Es” of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone.

The ultimate purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. Nevada has enlisted stakeholders from state, local, tribal, and federal agencies; institutions; private-sector organizations; and concerned citizens to develop goals and strategies to address identified traffic safety problems.

The SHSP is aligned with other statewide planning efforts, as required by federal legislation, and provides guidance for statewide traffic safety plans and local plans, and guides the investment of funds for three federally funded programs:

- Highway Safety Improvement Program (HSIP) managed by the Nevada Department of Transportation (NDOT)
- Highway Safety Plan (HSP) managed by the Nevada Office of Traffic Safety (OTS)
- Commercial Vehicle Safety Plan (CVSP) managed by the Nevada Highway Patrol (NHP)

Nevada’s efforts to develop the SHSP began in 2004 when NDOT Traffic Safety Engineering formed a Technical Working Group of traffic safety representatives that



initiated coordination and later supported the activities of the NECTS. The role of NECTS, as established in 2005, is to provide guidance, approve the SHSP (and subsequent updates), and help gain consensus at a high level among local, state, tribal, and federal agencies that improve traffic safety.

Nevada's first five Critical Emphasis Areas (CEAs) were identified at the 2004 Traffic Safety Summit—the first to be held in Nevada. The Traffic Safety Summit is now an annual event. The five original CEAs were Pedestrians, Impaired Driving, Occupant Protection, Intersections, and Lane Departures. Later updates to the SHSP process added Motorcycles, Young Drivers, Older Drivers, and Safe Speed as additional CEAs.

For the 2021-2025 SHSP, four Key Areas were selected to prioritize collaboration among the six "Es" for SHSP implementation: Safer Roads, Vulnerable Road Users, Safer Drivers and Passengers, and Impaired Driving Prevention. The plan established task forces for each Key Area, which are responsible for collaboration and monitoring progress on the implementation of strategies and action steps. The Impaired Driving Task Force (IDTF) takes the lead on impaired driving issues, developing strategies and action steps for addressing impaired driving in Nevada.

Action steps that are developed for each CEA included in the SHSP Action Plan are evaluated and updated as needed throughout the life of the SHSP. All action items are specific, measurable, achievable, relevant, and time constrained (SMART):

- Specific: Clearly describes action step
- Measurable: Defined performance measures and output measures
- Achievable: Committed resources by responsible organization and action step lead
- Relevant: Data-driven issue and countermeasure
- Time Constrained: Achievable within a designated time frame

Action steps and strategies are implemented and evaluated by the task forces and the SHSP team throughout the life of the plan utilizing the following tools and elements:

- FHWA Proven Safety Countermeasures
- NHTSA Countermeasures that Work
- Systemic improvements
- Low-cost improvements
- Road Safety Assessment findings

The Impaired Driving CEA outlines four strategies to achieve a reduction in fatalities and serious injuries resulting from impairment. The strategies are:

- Enhance driving under the influence (DUI) deterrence through improved criminal justice system response.



- Support training and education for law enforcement agencies and commit to high-visibility DUI enforcement.
- Improve understanding of impaired driving issues through better data.
- Improve primary prevention efforts aimed at DUI or riding with an impaired driver.

These strategies lead to the development of action steps that have designated leaders to oversee the implementation of each step. Assigned action step leaders attend quarterly interim meetings with their CEA Vice Chairs and provide a summary of activities related to their action steps.

OTS prepares an annual Highway Safety Plan which includes a section for Impaired Driving Prevention. This section of the plan doubles as Nevada's statewide Impaired Driving Strategic Plan (IDSP). The IDSP includes problem identification, short-term and long-term targets, countermeasure strategies, and planned activities.

3.3. Program Management

The Office of Traffic Safety is responsible for developing, implementing, managing and evaluating projects to ensure that projects are targeted to address strategies that adhere to NHTSA's Highway Safety Program Guideline No. 8 as well as Countermeasures That Work for an effective Impaired Driving Program. The Highway Safety Plan (HSP) provides partners with key information about each safety focus area, providing current data and examples of past efforts that have received funding to address specific traffic safety issues. OTS actively monitors traffic safety trends and emerging issues and responds with appropriate modifications to the HSP as needed. OTS provides technical assistance, subject matter expertise, and conducts research into proven strategies and best practices that will result in a decrease of impaired driving injuries and fatalities. This ensures that resources are allocated to strategies most likely to prevent impaired driving.

Throughout the year, OTS engages its partners through task forces and stakeholder meetings, trainings and presentations, the annual Nevada Traffic Safety Summit, and outreach events. Information regarding funding opportunities is shared through the OTS website, eGrants online grant system, announcements through statewide task forces, newsletters, and email distributions. **Table 4** below provides the countermeasure strategies OTS pursued in the development of the Fiscal Year 2023 HSP.

**Table 4:** *Impaired Driving Countermeasure Strategies*

Countermeasure Strategy	Description
Law Enforcement Training	Law enforcement training will be utilized to reduce traffic fatalities and serious injuries by providing the specialized skills needed to detect, arrest, and collect evidence of alcohol and drug-impaired driving.
Judicial and Prosecutor Education	Judicial and prosecutor education will be utilized to reduce traffic fatalities and serious injuries by providing training to judges, prosecutors, and specialty court staff on best practices related to Driving Under the Influence (DUI) court principles, diversion programs, ignition interlock, and 24/7 programs.
Highway Safety Office Program Management	Planning and administration will be utilized to reduce traffic fatalities and serious injury crashes by managing the activities of the Highway Safety Office.
High Visibility Enforcement (HVE) Impaired Pedestrian, Motorist	HVE will be utilized to reduce traffic fatalities and serious injuries by removing impaired drivers and pedestrians from the roads.
Driving While Intoxicated (DWI) Courts	DWI courts are rated as highly effective for reducing recidivism. With the passage of mandatory ignition interlock, specialty courts will need to assume an even stronger role in case management for DWI offenders. Funding for DWI courts supports case management and coordination.
Communications	Communications, outreach, and education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

An extensive amount of data is relied upon for problem identification for the impaired driving program area. These data include Fatality Analysis Reporting System (FARS), crash (including driver, location, vehicle), citation, arrest, and adjudication data. There are also data linkages to other data files (EMS, hospital, citation, and crash). These data are utilized to determine which grants/projects to fund. OTS also relies on data provided at the local level to decide the extent of the identified problem and whether the proposed project should receive priority for funding.

All awarded projects are monitored by OTS. Risk assessments are conducted on each project recommended for award prior to notification of approval and are assigned a risk level. A monitoring plan is developed that takes this risk into account. OTS has a very clear and detailed monitoring procedure for employees to follow. The procedure explains the various types of monitoring, the major elements of monitoring, how to prepare for the monitoring visit, the frequency of monitoring needed, how to deal with problems/issues with sub-recipients, the items to review during the site visit, and the steps employees need to take following the site visit. Due to the COVID-19 pandemic, OTS is currently following a remote monitoring procedure of awarded projects.

The FY 2023 HSP includes several efforts that are funded to aid in Nevada's efforts to achieve the impaired driving targets set forth in the planning process. OTS has committed \$1,466,781 of Section 405d and \$841,397 of Section 164 funding to impaired driving efforts. The funded activities are described in **Table 5**.

**Table 5:** *Impaired Driving Planned Activities*

Planned Impaired Driving Activities	Description
DUI/Driving Under the Influence of Drugs (DUID) Law Enforcement Training	Statewide DUI/DUID training in Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and comprehensive marijuana detection and prosecution knowledge delivered in person via electronic trainings to law enforcement and prosecutors.
Judicial and Prosecutor Training	Through a grant from Responsibility.org, training on the Computerized Assessment and Referral System (CARS) assessment tool will be provided to judges by judges. Focus will be on detecting more serious underlying behaviors and connecting the participants to the correct level of supervision and treatment.
DUI Specialty Courts	Through a grant from Responsibility.org, training on the CARS assessment tool will be provided to court coordinators and case managers. Focus will be on becoming technically efficient in using both the screening tool as well as the more complicated assessment tool, gaining speed and confidence in the use of the tool, and recognizing the indication for conducting a deeper assessment on the participant.
Education	Prevention efforts around recidivism of DUI offenders has begun with a goal of incorporating early intervention tools into the curricula presented to first time DUI offenders. Early intervention is defined in behavioral health terms of 0.5 on the American Society of Addiction Medicine (ASAM), to inject cognitive behavioral therapy methods to provide the participant with the tools necessary to change behaviors. Requests have been made for revisions to the language in the Nevada Administrative Codes, and a pilot curricula project is planned for the current year.
Judicial and Prosecutor Training	Through a grant from Responsibility.org, training on the CARS assessment tool will be provided to judges by judges. Focus will be on detecting more serious underlying behaviors and connecting the participant to the correct level of supervision and treatment.

Four DUI Courts located throughout the State (the Las Vegas Justice Court, Elko 4th Judicial Court, Las Vegas 8th Judicial Court, and the Carson City 1st Judicial Court) are being funded. Judicial training courses are also offered through the Reno Justice Court Evidence Based DUI courses. DUI Courts are a strategy to reduce impaired driving recidivism for those who are not typically persuaded through education, public safety efforts, or traditional legal sanctions.

OTS provides funding to Washoe County to provide for Traffic Safety Resource Prosecutor (TSRP) services to conduct training on DUI adjudication. The TSRP works with both prosecutors and law enforcement to cross-train these two groups of professionals on the most effective and up-to-date courtroom procedures and prepare these groups for defense tactics. The TSRP has attended and completed basic law enforcement, Standardized Field Sobriety Testing (SFST), ARIDE, and DRE training. This exposure and experience give the TSRP credibility when talking to law enforcement and



a unique opportunity to share the science behind these trainings to prosecutors, law enforcement, and judicial personnel.

The Impaired Driving Program funds overtime DUI activities year-round for four law enforcement agencies covering the most impacted areas of the State. An additional four HVE waves are funded during the year through the Joining Forces Program, where two of the enforcement efforts are directed towards impaired driving and two are directed towards seat belt enforcement. Twenty-eight law enforcement agencies are united in the statewide Joining Forces efforts. Joining Forces is an evidence-based traffic safety enforcement program that has delivered positive results for changing driving behavior.

An effective and popular enforcement strategy in Clark County was the use of multi-agency impaired driving enforcement teams, called DUI Strike Forces. The teams quoted impressive enforcement numbers. Local media surrounding the teams was very active in covering the teams' efforts and media coverage was typically very positive. This type of multi-agency impaired driving enforcement effort has been very effective in Nevada. Unfortunately, the teams are disappearing due to funding and personnel limitations at the local level. Support for the Las Vegas Metropolitan Police has increased as it has expanded efforts to cover Clark County.

OTS also funds efforts to improve and expand impaired driving toxicology testing, electronic warrants for blood draws, the ignition interlock program, and ongoing media outreach efforts.

A priority recommendation from the Nevada Impaired Driving Assessment 2023 was to support existing multi-agency law enforcement Driving Under the Influence (DUI) Strike Forces and explore opportunities to establish new teams where there is evidence that the teams can make a significant impact on reducing impaired driving crashes - which mirrors the intent of OTS. Law enforcement agencies throughout Nevada are experiencing finite resources to implement competing programs and make decisions at the local level regarding priorities. Renewed support for enforcement teams will remain a critical focus as local law enforcement agencies rebuild their capacity to implement the program.

3.4. Resources

Nevada successfully applied for and received funding from the National Highway Traffic Safety Administration (NHTSA) for Fiscal Year (FY) 2023. These grant monies include funding for 23 U.S.C. Section 402 Highway Safety Programs, and for Section 405 National Priority Safety Programs including: Section 405b (Occupant Protection), Section 405c (State Traffic Safety Information System Improvements), Section 405d (Impaired Driving Countermeasures), Section 405f (Motorcyclist Safety), Section 405h (Non-Motorized Safety Grants), and Section 1906 (Racial Profiling Prohibition). Also included are Section 164 Repeat Intoxicated Driver funds.

Impaired driving programming funds are comprised of \$103,777 in Section 402 funds, \$1,432,193 in Section 405d Impaired Driving funds, and \$2,035,774 in Section 164 Repeat Intoxicated Driver funds. Nevada is fortunate to currently qualify for the Section 402 and Section 405d Impaired Driving Countermeasures funding. The only impaired driving incentive funding categories that Nevada does not currently qualify for are Section



405d Impaired Driving Ignition Interlock, and Section 405d 24/7 Sobriety Programs. Requirements for funding in each of these categories are very stringent. While Nevada has an ignition interlock law, the law does not satisfy all federal requirements to qualify for Section 405d Impaired Driving Ignition Interlock funding. Nevada operates a 24/7 Sobriety and Drug Monitoring Program in Northern Nevada, but the lack of a statewide program negates qualifying for federal funding under current guidelines.

One great disadvantage to the program is that penalties or fees collected from convicted impaired driving offenders, as well as revenue from licensed cannabis outlets, are not used to support impaired driving prevention programs in Nevada.

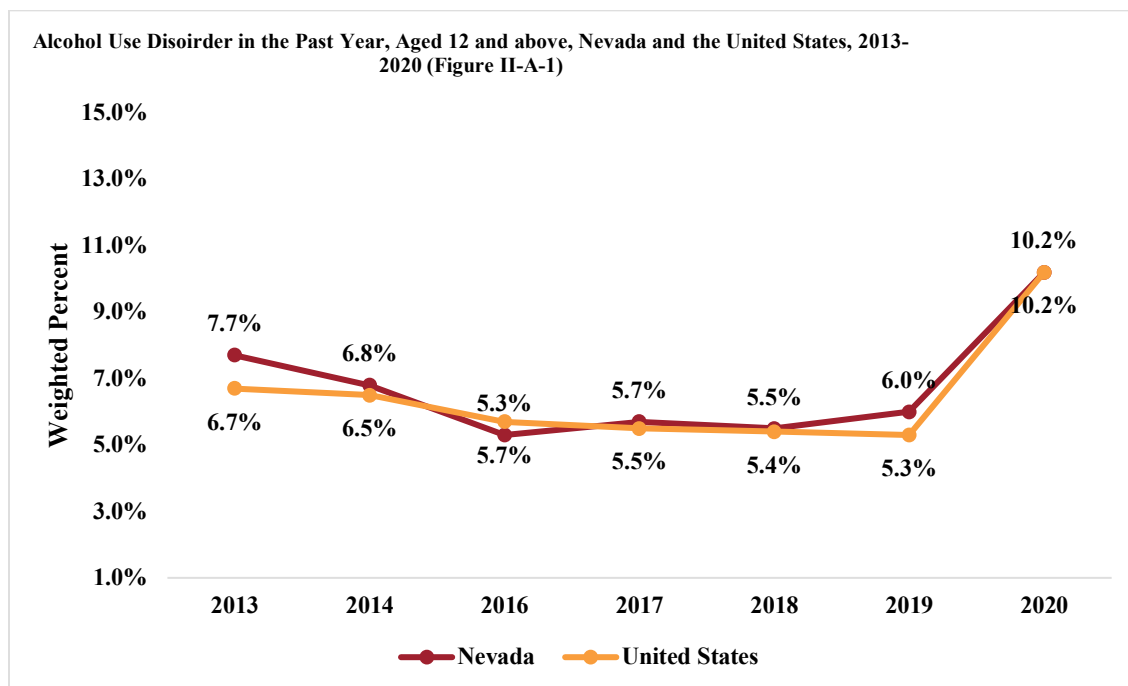


4. Prevention

The Nevada Department of Health and Human Services, Bureau of Behavioral Health Wellness and Prevention 2022 Epidemiologic Profile provides an overview of substance use and mental health related issues in the State. In relation to substance use, the report provides the following points:

- Alcohol use disorder among ages 12 and above reached a high in Nevada and the United States in 2021.
- Nevada high school and middle school students who self-report currently drinking alcohol is at the lowest percent since 2017.
- Nevada high school and middle school students who self-report currently using marijuana is at the lowest percent since 2017.
- Nevada Behavioral Risk Factor Surveillance System survey results found adult marijuana/hashish use has continued to rise since 2013.
- Both age-adjusted and crude rates for alcohol and/or drug-related deaths in Nevada are at the highest since 2012.

Figure 3 shows the trend in the rate of alcohol use disorder among Nevada residents aged 12 and older compared to the national total. One in 10 (10.2%) Nevada residents reported an alcohol use disorder in 2020, equal to the U.S. average but a substantial increase from 2019.



Source: SAMHSA, Center for Behavioral Health Statistics and Quality, National Surveys on Drug Use and Health. Chart scaled to 15% to display difference among groups.

Figure 3: Alcohol Use Disorder Aged 12 and Above



Prevention programs are most effective when they implement evidence-based strategies which have been shown to affect the desired change. Effective prevention programs are based on the interaction between the elements of the public health model: 1) using strategies to develop resilient hosts, e.g., increase knowledge and awareness or altering social norms; 2) reducing exposure to the dangerous agent (alcohol, cannabis, other drugs), e.g., alcohol control policies and; 3) creating safe environments, e.g., reducing access to alcohol at times and places that result in impaired driving. Prevention programs should employ communication strategies that emphasize and support specific policies and program activities. Prevention programs of particular focus in Nevada include responsible cannabis service practices, prevention of underage use and impaired driving, transportation alternatives, Drug Impairment Training for Education Professionals (DITEP), school- and community-based programs carried out by MADD and Nevada's excellent network of community coalitions, as well as revising curriculum for first time DUI offenders that encompasses ASAM .05 Early Intervention strategies and activities.

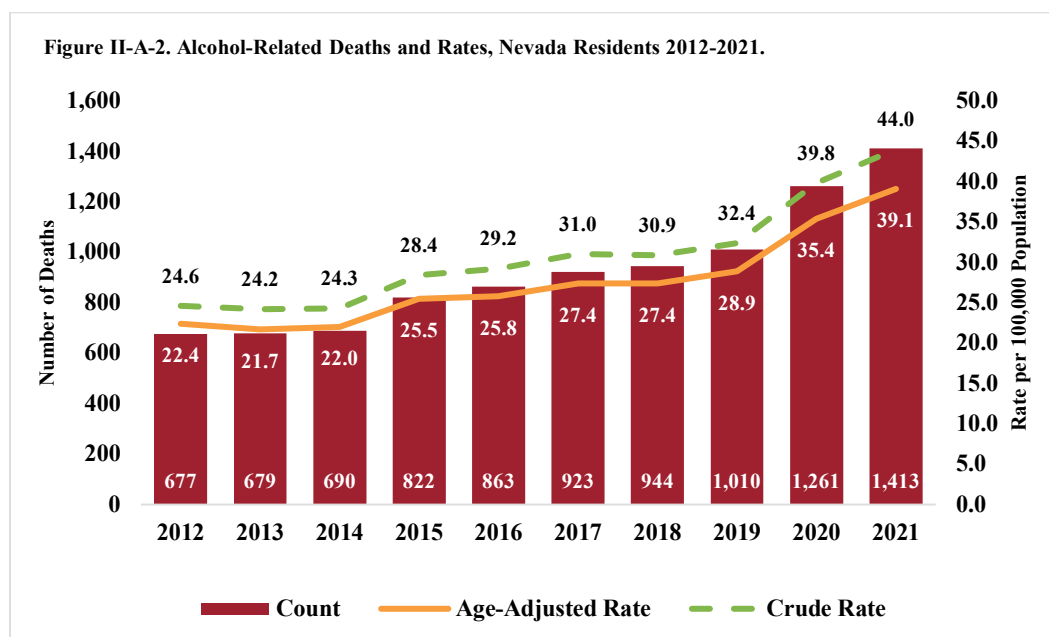


Figure 4: *Alcohol-Related Deaths and Rates, Nevada Residents 2012-2021*

4.1. Promote Responsible Service

4.1.1. Alcohol

Nevada, and especially Las Vegas and Reno, the two major population centers, rely heavily on tourism centered on “adult entertainment” including gambling, alcohol consumption, and more recently, use of cannabis products. Consequently, Nevada has minimal restrictions on the sale of alcohol, has no state-level agency responsible for enforcing alcohol control policies, and has few state-level statutes related to responsible alcohol service. There are no restrictions on alcohol advertising, Happy Hours, or other promotions. In addition, licensed alcohol outlets are permitted to sell alcohol 24 hours a day, seven days a week. Many casinos provide patrons with alcohol at no cost.



Nevada is a license state, that is, alcohol for on- or off-premise consumption is sold by licensed retailers. However, unlike other license states, licenses are issued by and regulated by localities through Liquor Control Boards consisting of the local elected body, e.g., county legislature or city council. There is no legislated limit on the number of licenses that can be issued. Since Nevada has no State agency that is responsible for enforcement of alcohol sales laws, alcohol compliance checks for sales to underage drinkers are conducted by local substance abuse and behavioral health coalitions.

Server training is available from a variety of private sector providers and may be completed online. Nevada Revised Statutes (NRS) 369.600 requires completion of a responsible service course by all alcohol servers in retail outlets. NRS 360.625 calls for the development and contents of curriculum for an alcoholic beverage awareness program and certification and operation of the program to include the following topics:

- The clinical effects of alcohol on the human body
- Methods of identifying intoxicated persons
- Relevant provisions of state and local laws concerning the selling and serving of alcoholic beverages
- Methods of preventing and halting fights, acts of affray and other disturbances of the peace; and
- Methods of preventing:
 - The entry of minors into establishments in which minors are prohibited from loitering pursuant to NRS 202.030;
 - The purchase, consumption, and possession of alcoholic beverages by minors as prohibited pursuant to NRS 202.020, including, without limitation, the recognition of altered or falsified forms of identification; and
 - The selling and furnishing of alcoholic beverages to minors as prohibited pursuant to NRS 202.055. Server training is available from a variety of private sector providers and may be completed online.

Several notable Nevada statutes serve as impediments to responsible alcohol service. Nevada does not have Dram Shop legislation and, in fact, has “anti-Dram Shop” legislation which exempts licensed outlets from liability for injury or damage caused by impaired patrons. Statutes now extend to cannabis dispensaries and lounges, a condition that has been dubbed, “Gram Shops.”

A priority recommendation from the Nevada Impaired Driving Assessment 2023 is to enact Dram Shop statutes that hold those who serve or sell alcohol or cannabis products accountable for injuries and damage resulting from over-service or sales to minors.

4.1.2. Cannabis

As of July 1, 2020, the adult-use cannabis program is administered by the Cannabis Compliance Board (CCB). AB341 in the 81st Session of the Nevada State Legislature authorized the CCB to license and regulate cannabis consumption lounges. Server



training is also required for employees of cannabis lounges, and training standards are being developed.

4.2. Promote Transportation Alternatives

Clark County (Las Vegas) is the region most impacted by a high volume of impaired driving fatalities maintains an ongoing partnership with Anheuser-Busch to support a ride-sharing program using Uber. The campaign is called *Decide to Ride* and distributes discount coupons to consumers during times of the year when an increase in substance use is predictable, such as St. Patrick's Day or New Year's Eve.

Additionally, the OTS Zero Fatalities Lyft Pass program is available during select holidays and large events, offering a rideshare discount to encourage people to enjoy a safe ride home. The program is made possible by partners of the Zero Coalition, made up of Nevada businesses that want to help spread awareness of driving safely on our roads. The discounted LYFT ride share promocodes are promoted on their social media channels.

Many local coalitions conduct safe ride programs. In rural areas where transportation alternatives are scarce, these programs promote ridesharing.

4.3. Conduct Community-Based Programs

4.3.1. Schools

In 2020 the State Board of Education adopted the Nevada Academic Content Standards (NVACS) and began aligning their curricula to the new Health Standards. School districts were expected to fully implement the 2020 NVACS for Health beginning with the 2022-2023 school year. This standard provides necessary concepts, practices, and skills to students to achieve personal wellness and academic success. A core idea that runs through the grade levels focuses on substance use and abuse and addresses the health consequences of use of substances.

Drug Impairment Training for Educational Professionals (DITEP) has been provided in some school districts and is expanding. DITEP training is intended to provide school administrators and nurses with a systematic approach to recognizing and evaluating individuals in the academic environment who are abusing and impaired by drugs, both legal and illegal, in order to provide early recognition and intervention. Many schools have School Resource Officers who are also trained and are a resource for identifying students with substance abuse issues.

Mothers Against Drunk Driving (MADD) recently received funding from the Nevada Office of Traffic Safety (OTS) to implement school-based prevention programs in Reno and Las Vegas schools. MADD's Power of Parents® program empowers parents of middle school and high school students to have ongoing, intentional conversations about the dangers and consequences of underage drinking and other drug use while Power of You(th)® is one of MADD's programs that provides youth with research-based information on the dangers of underage drinking and other drug use. In 2024, MADD plans to add MADD's Power of Me! program, a classroom or auditorium-based alcohol use prevention and vehicle safety presentation for 4th and 5th grade elementary school students.



The University of Nevada, Las Vegas (UNLV) and University of Nevada, Reno (UNR), the two largest universities in the State, offer prevention programming that is often student-led. UNLV has a substance use policy that prohibits possession or use of illegal drugs including use of alcohol by students under 21. UNLV also uses a social norming approach in which students are shown that their perception of alcohol use on campus is far greater than the actual reported use. Materials also provide information on “standard drink sizes” and blood alcohol concentration.

Law enforcement agencies are funded to hold school events around the state such as “Every 15 Minutes” providing an opportunity to reach to young people with the realities seen from the perspective of law enforcement and help them understand their concerns.

Numerous local coalitions provide a variety of impaired driving and substance abuse prevention strategies in schools. Education campaigns and alcohol- and drug-free events are conducted at high-risk times such as prom, homecoming, and graduation. Impaired driving simulators are used in some localities. Coalitions conduct alcohol and drug screenings at school events. Coalitions have also been involved in the development of school district alcohol and drug policies for students.

4.3.2. Employers

There is currently no organized effort to engage the business community in helping to educate its employees and customers about impaired driving. The inclusion of a number of corporate partners in the Zero Fatalities program could serve as the gateway to reach private sector employers across Nevada.

All companies that provide goods and services to federal agencies or that receive federal funds are required to implement a Drug-Free Workplace program. These programs may include substance use policies, drug testing, and employee education. Many Nevada employers offer Employee Assistance Programs (EAP) to help employees deal with personal problems that might adversely impact their work performance, health, and well-being. EAPs generally include short-term counseling and referral services for employees and their household members. By addressing alcohol and substance abuse, EAPs can have an indirect effect on impaired driving.

4.3.3. Community Coalitions and Traffic Safety Programs

Nevada’s difficult demographic of two concentrated population centers surrounded by vast rural and frontier communities is served through the Substance Abuse Prevention Community Coalitions, primarily funded through federal Block Grant funds set aside for substance abuse prevention, and *Drug Free Communities* and *Partnership for Success*. Coalitions include participation from every sector of the community, including law enforcement, healthcare and education. Nevada’s network of community coalitions manages to cover every county in Nevada as well as serve the populations of remote communities. The network is a strong component of the impaired driving prevention program, addressing impaired driving either directly or indirectly through substance abuse and underage drinking prevention strategies.

Impaired driving strategies implemented by community coalitions include providing responsible alcohol service training, safe ride programs, school-based programs that offer



alcohol- and drug-free activities at high-risk times for impaired driving such as prom and homecoming, and utilization of impaired driving simulators. Some coalitions also provide a driving under the influence offender education program.

Many coalitions conduct alcohol sales compliance checks. Coalitions use a public health approach addressing underlying risk and protective factors that predict substance abuse issues including impaired driving.

Coalition strategies are often trauma-informed. Trauma-Informed Care (TIC) is an approach in the human service field that assumes that an individual is more likely than not to have a history of trauma. TIC recognizes the presence of trauma symptoms and acknowledges the role trauma may play in an individual's life. The disruption of school and family functioning resulting from the COVID-19 pandemic has dramatically heightened the extent of trauma, especially in the lives of young people. While many prevention strategies are universal, that is, directed at an entire population, others are directed toward individuals demonstrating increased risk. These strategies recognize the role of trauma in this risk. Some community coalitions have received TIC training and some offer training to schools and community members.



5. Criminal Justice System

5.1. Laws

Nevada has a variety of laws to fight impaired driving as well as specific per se provisions that make it illegal to operate a motor vehicle with prohibited substances in the operator's blood or urine at levels equal to or greater than specific amounts. Those substances include amphetamine, cocaine, cocaine metabolite, heroin, heroin metabolite, lysergic acid diethylamide, methamphetamine, phencyclidine, and marijuana (for felonies only). Commercial motor vehicle operators may be prosecuted at a per se blood alcohol concentration (BAC) level of 0.04 percent.

First and second DUI offenses are misdemeanors prosecuted with increasing punishments for subsequent violations. A third DUI is a felony. A DUI conviction in Nevada that is beyond seven years old cannot be used for enhancement purposes. Causing an injury or death while operating a vehicle while intoxicated is a felony offense which carries two to 20 years confinement, a fine of \$2,000 to \$5,000, and a minimum license suspension of three years upon release from incarceration. Offenders with three prior DUI convictions who then cause a death while driving under the influence face charges for vehicular homicide. Vehicular homicide carries a sentence of 25 years to life in prison.

Table 6: Nevada DUI Penalty Chart

NEVADA DUI PENALTY CHART	
	PENALTIES
FIRST DUI CONVICTION misdemeanor	<ul style="list-style-type: none">• two days to six months in jail;• \$400 to \$1,000 dollars in fines;• loss of license for 185 days;• ignition interlock; and• impact panel and online DUI school
SECOND DUI CONVICTION misdemeanor	<ul style="list-style-type: none">• 10 days to six months in jail;• \$750 to \$1,000 fine;• loss of license for one year;• impact panel and online DUI school;• ignition interlock; and• dependency evaluation
THIRD DUI CONVICTION felony	<ul style="list-style-type: none">• one to six years in prison;• \$2,000 to \$5,000 fine; and• loss of license for three years
DUI CONVICTION AFTER FELONY felony	<ul style="list-style-type: none">• two to 15 years in prison;• \$2,000 to \$5,000 fine; and• loss of license for three years

Implied Consent

Any person who accepts the privilege of operating a motor vehicle within Nevada is deemed to have given his or her consent to submit to an approved breath, blood, or urine test for the purpose of determining the alcohol or drug content of his or her blood if the person is lawfully arrested for DUI. Refusing a breath, blood, or urine test for alcohol is penalized by a possible administrative license revocation of one year for first offenders



and three years for repeat offenders. There is no penal offense attributed to a breath, blood, or urine test refusal.

Minors

Minors operating a motor vehicle while having a 0.02 percent BAC in their system face a possible 90-day driving privilege suspension. Other than being prosecuted when driving at adult levels of 0.08 percent BAC, there is no other criminal penalty for minors driving under the influence. There is a three-stage Graduated Driver Licensing law for younger drivers in Nevada. A person is eligible for an Instruction (Learner's) Permit at 15 and a half years of age if they pass a written driving test. The Instruction Permit has some restrictions including daylight hours, vehicle passenger restrictions, and being accompanied by a licensed driver. They must also complete supervised driving hours and be enrolled in school. At age 16, youth are allowed to apply for an Intermediate driver license. To get an Intermediate driver license they must: hold a valid Instruction Permit for at least six months prior to applying, and in the six months prior to applying have no at-fault crashes, have no moving violation convictions, and have no alcohol or drug convictions of any kind. If successful, the Intermediate driver license is in effect until age 18. During this stage, younger drivers under 18 may not drive between the hours of 10 p.m. and 5 a.m. unless they are traveling to or from a scheduled event such as school events or work. They also may not transport any passenger under the age of 18, except for immediate family members, for the first six months after the license is issued. At 18, drivers get a full unrestricted license.

A priority recommendation from the Nevada Impaired Driving Assessment 2023 is to enact legislation that requires Driving Under the Influence first offenders to be evaluated for alcohol or drug dependency and treated if necessary. The Nevada Impaired Driving Program supports this recommendation. A first-time offense may actually be a person who has driven while impaired for years, and it is only the first time they have been "caught". A second offense may have had numerous pleas in between the first and second offense that have been hidden from view. Nevada's goal is to address the behavioral condition as well as the number of times one has been apprehended, and mandatory assessments, we believe, is the way to accomplish this.

A priority recommendation from the Nevada Impaired Driving Assessment 2023 is to amend legislation to require consideration of a person's entire prior Driving Under the Influence (DUI) case history for subsequent case charging, and eliminate provisions that allow a DUI conviction to "fall off" a driving record after seven years. The Nevada Impaired Driving Program supports this recommendation and will work on this goal within the Task Force. A part of this project will look at prosecutor transparency to allow all intermediate pleas to be in the written record for prosecutors and judges to see.

5.2. Enforcement

Nevada currently has 138 law enforcement agencies consisting of a wide variety of jurisdictional authority, including but not limited to: state, county, municipal, school district,



parks, taxi authority, university, and tribal police. The Nevada Commission on Peace Officer Standards and Training (POST) reports 15,323 sworn officers statewide.

Impaired driving enforcement education begins at the earliest stage of a Nevada law enforcement officer's career. All officers attending a basic police academy in Nevada receive training in the NHTSA basic DWI Detection and Standardized Field Sobriety Test (SFST) curriculum and ARIDE. Nevada is a Drug Evaluation Classification Program (DECP) state, also known as a DRE Program. The program currently identifies two DRE State Coordinators, whose positions reside within OTS. Each year, the DRE Program offers from one to four DRE schools around the State. In 2021, the DRE Program held four DRE courses, training a total of 29 new DREs. That same year, seven ARIDE courses were held, attended by a total of 108 officers. Both courses utilize the respective curricula approved and published by IACP and NHTSA. The State recently hired a new DRE/ARIDE Training Coordinator to support the state coordinators and oversee training statewide.

The Nevada TSRP is a certified DRE and offers continuing impaired driving enforcement training for officers and prosecutors statewide, both in person and via webinar. Training may also be multi-disciplinary, pairing officers and prosecutors in courtroom settings. The TSRP also offers webinar training on both a local and national level, and work is underway to bring the Lethal Weapon seminar to Nevada. This multi-day course trains officers and prosecutors in crash reconstruction, scene investigation, toxicology, and trial skills.

Impaired Driving Task Force

The State's Impaired Driving Task Force consists of approximately 150 members, covering nearly every corner of transportation safety in the State. Every recipient of impaired driving program grant funding is required to be a member of the task force. The task force holds quarterly meetings to regularly review and analyze Fatality Analysis Reporting System (FARS) and other data, discover new or upcoming law enforcement training, receive updates from State agencies, and identify strategies and goals for each annual IDSP publication. The task force continually analyzes and evaluates the State's impaired driving program for effectiveness.

Law Enforcement Liaisons

OTS has two Law Enforcement Liaisons (LELs), both retired law enforcement officers whose positions are funded by highway safety grants. One LEL is responsible for the northern half of Nevada and the other for the southern half. The LELs help keep open lines of communication and facilitate collaboration between OTS and the various levels of law enforcement, their local groups and association chapters, and local community safety groups and coalitions. One factor benefitting their ability to stay engaged across the State is the relatively few counties (17) and police agencies in Nevada. The LELs also act as co-DRE State Coordinators.

Communication

OTS communicates the importance of highway safety and impaired driving prevention through media messaging tools, data reporting, grant funding, and facilitation of law enforcement collaboration. In turn, law enforcement executives to some degree



communicate the importance of impaired driving enforcement to their personnel. For example, when high-profile impaired driving cases gain widespread public attention, agency officials may provide statements to the media regarding those cases. Executives from a variety of agencies (state, county, municipal, tribal) accept grant funds to enhance DUI patrol availability and communicate the importance of enforcement.

The Impaired Driving Program Manager travels around the State to engage stakeholders and gather information. The two LELs are also regionally available.

Nevada has three accredited forensic laboratories—two at city police departments and one at a county sheriff's office. DUI drug toxicology is regularly performed, especially on blood samples with blood alcohol concentrations under 0.08 percent, but data on these blood results are not communicated to the DRE Program. Turnaround time at these laboratories currently ranges from four to 18 weeks.

There is currently no law in Nevada requiring hospitals to report positive BAC and drug toxicology screening results to law enforcement in cases of crash-involved drivers who are being treated after a crash. In cases where police were never notified of the crash, or in cases where the driver was transported before officers were able to interview them or make any observations about them, this can prevent law enforcement from effecting an impaired driving arrest.

Ignition Interlock Devices

Oversight of IID laws, rules, and program administration was recently moved to the NHP by legislative order. Planning is ongoing to establish policies and procedures for the program. Primary short-term goals include developing the compliance division for IID provider oversight and creation of a tracking database. A webpage on the DMV website currently exists for customers to locate nearby installers. Nevada currently has approximately 3,700 IID clients. Future enforcement of driver IID violations is expected to occur through parole and probation departments. Because commission of low-level misdemeanors must be witnessed by an officer for enforcement to occur, administrative rules and/or other laws are being developed requiring IID units to be equipped with cameras in the future.

Other Technologies

Nevada is working to implement the use of roadside oral fluid testing to identify recent drug use among suspected drug-impaired drivers. For alcohol detection, PBTs are in use; passive alcohol sensors are rarely used. Officers who utilize in-car, mobile data computers (MDC) have access to Justice Link (JLink), a driver records database, to see the status of a driver's license and conviction history at the roadside. An MDC also minimizes time spent preparing search warrants to collect blood in DUI cases. Some agencies have evidentiary breath test instruments installed in their patrol cars. Others have phlebotomists ride with them for impaired driving HVE events and saturation patrols. The ability to collect evidentiary breath and blood samples at the scene of a traffic stop or crash greatly reduces investigation and processing times and increases the likelihood of obtaining the sample within a two-hour window from the time of driving.



The Office of Traffic Safety (OTS) has several programs aimed at achieving the State's Zero Fatalities goal. Notable programming includes Impaired Driving, Zero Teen Fatalities, and the Joining Forces programs. OTS distributes numerous impaired driving and other traffic safety enforcement grants to law enforcement agencies of all types and sizes across Nevada to fund enhanced enforcement operations and equipment. OTS also actively solicits impaired driving and traffic safety project proposals that may be funded by highway safety grants. For FY 2023, some of the project topics solicited are:

- Drugged driving data collection
- Law enforcement phlebotomy programs
- Electronic search warrant programs
- Teen driving—marijuana and other substance abuse
- Tribal community traffic safety programs

Through other grant funding, OTS supports many enforcement, communication, and judicial programs to combat impaired driving. Examples of projects funded by these grants between 2017 and 2021 include:

- Enhanced impaired driving enforcement
- Portable breath test (PBT) device purchases
- Misdemeanor and Felony driving under the influence (DUI) court administration
- Tribal court judicial outreach
- Staffing of the Nevada Traffic Safety Resource Prosecutor (TSRP)
- Staffing of the Nevada Impaired Driving Program Manager
- Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training for officers
- University Police Services impaired driving and underage drinking enforcement
- Professional development for judges and prosecutors
- County 24/7 Sobriety and Drug Monitoring Program
- Rural community impaired driving and substance use awareness campaigns

5.3. Publicizing High Visibility Enforcement

Nevada law allows the use of sobriety checkpoints and saturation patrols. The Office of Traffic Safety (OTS) encourages all law enforcement agencies to execute sobriety checkpoints and HVE saturation patrols throughout the year. Saturation patrols and checkpoints are widely publicized both before and after an event through standard news outlets such as local papers and television local news. Many agencies also make excellent use of various social media such as Facebook and Twitter. Members of the community are welcome to respond and leave comments on the platforms.



5.4. Prosecution

Prosecuting attorneys have a significant responsibility in the administration of criminal Driving Under the Influence (DUI) cases in Nevada. Misdemeanor DUI cases are filed in Justice or Municipal Courts. Justice Courts and Municipal Courts are limited jurisdiction courts. There are 65 Justices of the Peace serving in 40 Nevada Justice Courts. There are 30 Municipal Judges sitting in 17 Municipal Courts in some of the larger cities in the State.

In addition to handling misdemeanor DUI cases, Justices of the Peace determine whether felony or gross misdemeanor cases have enough evidence to be bound over to a District Court for trial. Prosecution in Justice Courts is handled by the local District Attorney's Office. There are 17 District Attorneys, one for each county. Prosecution in a Municipal Court is facilitated by the municipality's City Attorney.

Felony DUI cases are filed in District Courts. Nevada has 11 judicial districts making up the State's general jurisdiction courts. These District Courts serve Nevada's 17 counties. The 11 judicial districts are served by 82 District Court judges who serve their elected counties but have jurisdiction to serve in any district court in the State. Prosecutions in District Courts are handled by the State's District Attorneys.

Prosecution for cases in Nevada DUI cases is primarily, but not exclusively, the responsibility of the State's 17 District Attorneys. District Attorney prosecutor's offices range in size from one prosecutor in some of the most rural counties to 175 prosecutors in Clark County. Municipal Court prosecutors (City Attorneys) are hired by the municipality and offices also range in size based upon the size of the municipality. Some DUI prosecution is the responsibility of City Attorneys. They must handle cases filed in one of the State's Municipal Courts.

Prosecutors are all licensed attorneys. The responsibility of each prosecutor includes the preparation and presentation of criminal cases, including DUI cases. Cases are initiated by any of Nevada's law enforcement agencies, but District or City Attorneys have the final decision on whether to file a case.

Disposition of DUI cases through a plea bargain is a common occurrence, which means prosecutors may be involved in the determination of many facets of sentencing including incarceration time, fine amounts, and license suspension. Nevada law prohibits prosecutors from dropping or reducing impaired driving charges unless the prosecutor knows, or it is obvious, that the charge is not supported by probable cause, or the charge cannot be proved at the time of trial. However, reductions of first offense DUI cases to reckless driving violations does occur in Nevada. Reducing second offenses to first offenses and dropping felonies to misdemeanors also takes place in Nevada. Prosecutors are often involved in the decision to reduce and make reduction recommendations to trial judges. Reductions to reckless driving or lowering second to first DUI charges can undermine the effectiveness of DUI penal statutes. Prosecutors and judges often argue reductions are necessary to do justice or to handle the high number of cases filed.



A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to establish and adhere to strict policies on plea negotiations and deferrals in impaired driving cases and require that plea negotiations to reckless driving or a lesser offense be made part of the record and count as an impaired driving offense. The Impaired Driving Program together with the TSRP will work toward accomplishing this goal. They have begun to explore ideas that will provide more transparency with regard to the number of cases that get pled down. Some of these ideas are as simple as adding a plea-tracking system to each file that will indicate the percentage of DUI cases that get pled down, all the way to something as ambitious as creating a searchable plea database to make plea history available to prosecutors.

5.5. Adjudication

In Nevada, misdemeanor Driving Under the Influence (DUI) cases are filed in Justice or Municipal Courts. Justice Courts and Municipal Courts are limited jurisdiction courts. There are 65 Justices of the Peace serving in 40 Nevada Justice Courts. There are 30 Municipal Judges sitting in 17 Municipal Courts in cities in the State.

Felony DUI cases are filed in District Courts. Nevada has 11 judicial districts making up the State's general jurisdiction courts. These District Courts serve Nevada's 17 counties. The 11 Judicial Districts are served by 82 District Court judges who serve their elected counties but have jurisdiction to serve in any district court in the State. Prosecutions in District Courts are handled by the State's District Attorneys. There are 17 District Attorneys, one for each county.

Nevada has a number of Tribal Courts for 19 federally recognized tribes. Tribal Courts are generally presided over by non-law trained judges and handle matters occurring on tribal lands. For this reason, it is rare if an impaired driving case is adjudicated in a tribal court.

Specialized Courts

There are currently specialized "problem solving" treatment courts in Nevada. These courts are heavily weighted in treatment of repeat offenders. The heart of a treatment court is more intensive oversight, substance abuse testing, and additional treatment. In return for the additional supervision, offenders may avoid periods of incarceration, gain sobriety, and become more productive members of society. Members of the judiciary are supportive of the concept and success has been shown. There are currently 65 Specialty Court programs which include 21 adult drug courts and nine DUI courts. There are Specialty Court programs in every county in both urban and rural areas.

Other

DUI reduction programs are controversial in the area of DUI adjudication nationwide. Cases of DUI first offense being reduced to reckless driving is happening in Nevada. Subsequent cases are also being reduced to first offenses. Some felony DUI cases are also being reduced to misdemeanors. Prosecutors and Judges often feel these reduction practices are necessary due to the significant numbers of DUI cases, available time,



limited jail space, and court resources. It appears that sentencing consistency in the courts statewide is lacking.

Justice and Municipal Courts, where almost all impaired driving cases are adjudicated, generally do not use formal probation services for DUI cases. Probation services for DUI offenders are generally useful in securing treatment and lifestyle changes for offenders. Adding probation services will likely require a change in sentencing structure in Nevada. Additional resources will also be necessary for support staff and probation personnel. Exceptions in some counties exist where DUI Courts are active. Those counties have provided some probation services and positive results have been shown.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to provide annual mandatory judicial education on impaired driving case adjudication to all trial court judges. Nevada's judicial system is not unified, and there is no mechanism to make education mandatory. However, most of the judges in the state are attracted to the Winter Seminar for Limited Jurisdiction Courts sponsored by the Administrative Office of the Courts. The Office of Traffic Safety plans to fund an additional speaker as an add-on to the Seminar to address issues with regard to impaired driving case adjudication.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to execute a thorough examination of the practice of sentence reductions and establish data-driven uniformity of terms, appropriate monitoring of offenders, and enforcement of terms.

Beginning in 2024 Nevada will have two Judicial Outreach Liaisons working to help further the goals of the Office of Traffic Safety. One JOL will be a District Court Judge who will visit DUI courts across the state, conduct a peer review on best practices and a thorough examination of the practice of reductions, sentencing, and treatment monitoring which would result in data driven uniformity and enforcement of terms which has not previously been done in the State. This initial step will ensure that offenders are being held accountable for crimes and receive assistance in any necessary lifestyle changes.

5.6. Administrative Sanctions and Driver Licensing Programs

The Nevada Department of Motor Vehicles (DMV) is responsible for all processes related to driver licenses from issuance to suspension or revocation. Ongoing system updates and projects will continue to advance the State's ability to evaluate programs and determine the effectiveness of licensing laws and policies.

Nevada Revised Statutes (NRS) include an implied consent statute and provisions for comprehensive administrative licensing sanctions related to impaired driving offenses. Both license and vehicle-related penalties are included in the Statute and apply to all drivers convicted of impaired driving. This administrative process runs independently of, but parallel to, the judicial process and associated penalties for impaired driving. Conducting mutually exclusive processes allows for uniform administrative consequences to be enacted separate from any court proceedings.



5.6.1. Administrative License Revocation and Vehicle Sanctions

At the point of arrest, the offender's driver license is confiscated and a temporary permit for seven days is issued unless the offender is taken into police custody. The offender may install an ignition interlock device (IID) at any point during the revocation period and obtain a restricted license. A restricted license is not permitted without an IID during the revocation period. In the case of a vehicular homicide or second or subsequent DUI violation within seven years, each motor vehicle registered to the offender will be suspended for five days. Convictions also require the offender to attend a victim impact panel. Completion of an alcohol education course may reduce the revocation period in some cases.

To determine the number of previous impaired driving convictions, driver history records are queried, including all administrative and judicial convictions, and efforts are made to receive out-of-state convictions. Any arrests made while awaiting an administrative review may be considered for the progressive sanctions for the original offense.

Nevada Revised Statutes (NRS) include an implied consent statute and provisions for comprehensive administrative licensing sanctions related to impaired driving offenses. Both license and vehicle-related penalties are included in the Statute and apply to all drivers convicted of impaired driving. This administrative process runs independently of, but parallel to, the judicial process and associated penalties for impaired driving. Conducting mutually exclusive processes allows for uniform administrative consequences to be enacted separate from any court proceedings.

In Nevada, impairment is defined as a blood alcohol concentration (BAC) of 0.08 percent for adults age 21 and older, 0.02 percent for those under age 21, and 0.04 percent for commercial vehicle drivers. In the case of an alcohol test refusal or failure and administrative conviction, the following sanctions will be imposed:



OFFENSE	ALCOHOL CONCENTRATION	LICENSE REVOCATION
Age less than 21		
1 st conviction	0.02-0.07	90 days
2 nd or subsequent conviction	0.02-0.07	90 days
Age 21 and over or BAC 0.08+ under age 21		
1 st conviction	0.08+	185 days
1 st refusal		185 days
2 nd conviction within 7 years	0.08+	1 year
2 nd or subsequent refusal within 7 years		3 years
3 rd or successive conviction within 7 years		3 years
Commercial Driver		
1 st conviction	0.04+	1 year DCL
1 st conviction with hazmat	0.04+	185 days non-commercial
1 st refusal		3 years CDL
2 nd conviction within 7 years	0.04+	Permanent CDL 1 year non-commercial
3 rd conviction or subsequent refusal within 7 years		Permanent CDL 3 years non-commercial

At the point of arrest, the offender's driver license is confiscated, and a temporary permit for seven days is issued unless the offender is taken into police custody. The offender may install an ignition interlock device (IID) at any point during the revocation period and obtain a restricted license. A restricted license is not permitted without an IID during the revocation period. In the case of a vehicular homicide or second or subsequent DUI violation within seven years, each motor vehicle registered to the offender will be suspended for five days. Convictions also require the offender to attend a victim impact panel. Completion of an alcohol education course may reduce the revocation period in some cases.



5.6.2. Programs

Ignition Interlock

IID programs were approved by State law in 2017 and 11 providers are approved to operate in the State. For a first conviction with a BAC 0.08+ percent, the court may order IID for six months. Upon second conviction, IID may be ordered for one year, and upon third or other felony DUI convictions, it may be ordered for three years. The DMV will issue a 'Y' restriction on an existing license or a new license that clearly identifies the driver as being in the IID program. The time period for the IID will not begin until the device is installed and the license restriction is issued, which only occurs after installation.

24/7 Sobriety and Drug Monitoring Program and DUI Courts

Nevada Revised Statute recently authorized a statewide 24/7 Sobriety and Drug Monitoring Program, a highly intensive monitoring program for repeat DUI offenders. Many jurisdictions around the State also offer their own DUI treatment courts, providing alternative sentencing programs in DUI cases. These courts generally have broad discretion in the alternative sanctions and treatment they impose. One such program is the Washoe County Sober 24 program. It operates under the Washoe County Department of Alternative Sentencing (DAS) as a pre-trial and/or post-conviction intensive treatment and monitoring program. Supervision and enforcement of program participants is handled by Washoe County DAS, a law enforcement agency created pursuant to NRS chapter 211A. In other courts, the local parole and probation department is an integral part of the treatment and monitoring team.



6. Communication Program

The Nevada Office of Traffic Safety (OTS) receives grant funding to execute multimedia public safety messaging. OTS media efforts consist of communications to educate and inform the public on driving safety and to deter dangerous driving behaviors such as impaired driving. OTS also conducts public relations campaigns related to areas of emphasis listed in the Strategic Highway Safety Plan (SHSP) Action Plan. The messaging goals identified in the grant include:

- Produce and publish quality assets designed to educate the public about the SHSP Critical Emphasis Areas
- Produce and publish social media messages five times a week via Zero Fatalities' three social media accounts
- Develop and implement a public outreach plan that includes attending and staffing public events
- Present a new Zero Fatalities presentation designed to engage the public Develop statewide mass media Public Service Announcements to address unsafe driving behaviors
- Conduct a public awareness survey
- Develop and implement an outreach strategy to reach all Nevadans

OTS has a media contractor that handles paid media efforts. The contractor utilizes appropriate data to identify both the intended target audience that is over-represented in impaired driving crashes and to identify the most appropriate messaging to reach the intended target audience. The audience that has been identified for impaired driving messaging in Nevada is the 21- to 35-yearold male driver. The contractor uses focus groups to identify appropriate and effective messaging to reach the target audience, secures the best platforms and/or time slots for advertising, and provides feedback on the reach of the various media platforms utilized. This feedback includes the number of impressions through the placement of billboards, a wide variety of social media placements (TikTok, Facebook, YouTube, etc.), streaming and broadcast media, sponsorships, and public relations impressions.

Earned media is also used to share traffic safety messaging. The OTS impaired driving communication earned media strategy includes holding press events with speakers that draw media attention, utilizing "media hooks" that will maximize coverage, and participating at a variety of events. Press releases are also prepared and utilized by both OTS and traffic safety partners throughout the State to deliver impactful media placements providing maximum coverage at minimal costs.

Nevada has built a strong public-private partnership through its Zero Coalition with the goal to prevent Nevada road users from getting behind the wheel impaired. The coalition began as a partnership with Lyft ride services in 2018 and expanded statewide to partners in 2019 and subsequent years. Partners include businesses, health providers, distilleries, bars, restaurants, sport teams, and others. Partnerships also include law enforcement



and government affiliated entities to deliver the program. Efforts are focused on safe ride alternatives for drivers that have consumed impairing substances.

As part of the Zero Fatalities initiative, Nevada embarked on a widespread impaired driving campaign from May to September 2022 entitled Impaired Driving Not Yet. While reaching all ages and genders, this campaign targeted male drivers 21 to 35 years of age. The concept of something bad having not happened to a driver “yet” was incorporated into various messaging platforms and disseminated across television, streaming audio/video, billboards, social media, sporting event sponsorships, and more. The post-campaign summary literature published by the Department of Public Safety (DPS) noted over 8.4 million impressions on various digital media platforms.

The Zero Teen Fatalities program targets young drivers and has a dedicated website within OTS, providing traffic safety information tailored to teen drivers and their parents. The website, zeroteenfatalities.com, offers downloadable guides, teen traffic safety statistics, tips for parent driving instructors, available driving courses, live presentations, behavior identification quizzes, links to traffic safety partners, and more. This program was recently moved to a local school district police agency in Clark County. The officer assigned to the program serves in a full-time capacity on the Zero Teen Fatalities initiative, which is supported with funding from OTS.

An annual awareness survey is conducted to evaluate the impact of communication efforts. Latest survey results show a shrinking awareness of the Zero Fatalities campaign and overall traffic safety messaging. The survey revealed 42 percent of those surveyed had heard of the Zero Fatalities campaign in 2022 compared to highs in 2015 and 2017 of 65 percent. There was a reported increase in the percentage of those surveyed that were aware of the blood alcohol concentration (BAC) limit of 0.08 percent for drivers at least age 21. Sixty-one percent of respondents were aware of this law in 2022, compared to 56 percent in 2021.

Nevada strives to complement and leverage national media buys that are done by the National Highway Traffic Safety Administration within the State surrounding national high-visibility enforcement (HVE) waves. These campaigns include the use of paid media delivered through television, radio, social media, and other internet-based messaging. Placement of paid media is secured by the media contractor. Media placement is at times and on platforms where the impaired driving message will reach the greatest number of individuals in the target demographic group. Impaired driving advertising focuses on four primary holiday periods: New Years, Memorial Day, Labor Day, and Halloween.

Pursuant to a law enforcement agency’s grant funding agreement with OTS, each agency is required to publicize HVE waves, typically consisting of Driving Under the Influence (DUI) saturation patrols and sobriety checkpoints. OTS’s Joining Forces program partners with multiple law enforcement agencies in a coordinated statewide HVE effort that is spread across the year and combats a series of commonly known risky driving behaviors. These efforts are widely publicized before and after to inform the public of the upcoming event and share the ensuing results.

Sports marketing is a key component for reaching the target audience at the point of sale for alcohol consumption within sports venues. Sponsorships are in place for two minor



league baseball clubs in Nevada, the Reno Aces and the Las Vegas Aviators. Impaired driving messaging is done in appropriate locations throughout the ballparks where messaging is most likely to reach the 21- to 35-year-old male target audience. Messaging is done on pre-game video boards, portable bar kiosks, and in men's bathrooms. Radio advertising is also conducted during all 127 games for the Las Vegas Aviators.

The Las Vegas Golden Knights ice hockey team is another professional sports partner. The need for this partnership came to light following a review of crash data which revealed that crashes spiked following the conclusion of Golden Knights home games. The predominant cause of these crashes was impairment. The team was receptive to partnering with OTS and agreed to a partnership at cost rather than the going rate for typical partners.

6.1. 2023 OTS Communication Plan

Develop and implement a year-round communication plan that includes policy and program priorities; comprehensive research; behavioral and communications objectives; core message platforms; campaigns that are audience-relevant and linguistically appropriate; key alliances with private and public partners; Highway Safety Program Guideline No. 8 National Highway Traffic Safety Administration 7 specific activities for advertising, media relations, and public affairs; special emphasis periods during high-risk times; and evaluation and survey tools.

In order to raise the awareness of the dangers of impaired driving to reduce fatal crashes in Nevada, the impaired Not Yet campaign which is running for the second year in Nevada creates the conversation of the opportunity for tragedy when driving reckless. This campaign was created to also contribute towards the goal of zero fatalities in 2050.

- This year's campaign flight begins May 26 and ends September 5. The campaign flight dates are purposeful as this is running during the known as the 100 Deadliest Days of summer in Nevada.
- The 100 Deadliest Days in Nevada is reported as being Memorial Day through Labor Day. This time period is when Nevada usually reports the highest fatalities on its roadways. In 2022, this campaign ran in the summer as well as a short flight during Halloween through NYE, which also reports high-risk times for fatalities on Nevada's roads.
- The specific campaign objectives are to (1) Raise awareness of the dangers of impaired driving to reduce fatal crashes in Nevada and (2) Create conversation and get people to care to contribute towards the goal of zero fatalities by 2050.
- The main core message platform is that (1) impaired driving is not just alcohol but also cannabis impairment and the misuse of polysubstance. This is expressed in the campaign by developing three separate video spots that each focus on a different impairment.
- The second core message platform is that although someone has not been in a crash or went to jail yet for driving impaired, it can still happen if the behavior does not change.



Specific activities for impaired messaging are via Zero Fatalities social media channels, a statewide pledge that will be launched in May of this year, Paid Media, and press releases.

A statewide social norming survey will be administered later this year online. This survey will be conducted to the below and will touch on the communities take on impaired driving:

- Understand Nevadans' opinions and values across a number of dimensions, some related specifically to traffic as well as other issues
- Uncover perceptions of traffic issues in order to ground the difference between perceptions and reality for the campaign
- Identify commonalities and differences among population groups in order to determine the best way to form the campaign per population

The key alliances are with UNLV Transportation Research Center and NDOT and Nevada State Police.

Employ a communications strategy principally focused on increasing knowledge and awareness, changing attitudes, and influencing and sustaining appropriate behavior

- Utilizing the summer flight of the Impaired Not Yet Campaign
- Monthly impaired focused social media posts on Zero Fatalities' social channels
- Obtaining data from the upcoming social norming survey.
 - Creating an impaired focused social norming campaign based on the finding of the social norming survey

Use traffic-related data and market research to identify specific audience segments to maximize resources and effectiveness

- The social norming survey which will be administered in 2023 allows for a deeper dive into values/beliefs and key drivers of why drivers drive the way they do in Nevada. Knowing what is perceived as the biggest issues and identifying common values will guide the campaign with specific messaging that leverages common threads
 - An approximate total of n=1,000 participants will be recruited for this research study.
 - Nevada residents, 18+ years old
 - State-wide, census representation falling naturally; this should allow for analysis among specific subgroups (e.g., gender, ethnicity, age, rural/urban, etc.)
 - The survey will be offered in English but a Spanish version of the survey is being considered.



- The targeted Not Yet campaign audience target is males 21-35 who reside in Clark and Washoe counties

Adopt a comprehensive marketing approach that coordinates elements like media relations, advertising, and public affairs/advocacy

- The Not Yet campaign won the state's American Advertising Federation (AAF) District Gold American Advertising Award and Gold award at the American Advertising Awards (ADDYs)
- This summer's Not Yet impaired campaign will be flighted in Streaming TV and Audio, Display, Video, Paid Social, via the Nevada Broadcasters Association TV and Radio PSA program.
- Zero Fatalities will partner with the UNLV Transportation Research center during their annual 100 Deadliest Days press event and provide a discounted Lyft rideshare promo to Las Vegas and Reno/Sparks residents
- Zero Fatalities partnership with Lyft will provide discounted rideshare codes during high-drinking holidays and alcohol-focused festivals.
- Discounts will be created for St. Patrick's Day, Memorial Day, Labor Day, Halloween, Thanksgiving, Christmas, NYE and the annual Great Vegas Festival of Beer
- Zero Fatalities also partners with the Reno Crawl events to remind eventgoers to drink responsibly while at these events and encourages a set a plan to get home safe.
- The Zero Coalition comprised of statewide businesses help promote the discounted Lyft ride share promocodes on their social media channels
- Coalition partner Terrible's gas stations have impaired signage at their gas pumps (started in May 2023) and via door clings at their convenience doors
- Coalition partner PT's Taverns has 6 foot tall pop up banners in 63 bars with impaired messages (see **Figure 4**)
- Running May-June 2023 is a crashed car/motorcycle activation in the parking lot of the Meadowood Mall shopping center parking lot. There is signage that details that the car/bike belonged to an impaired driver. This is to draw attention to the consequences of what could happen if driving impaired (see **Figure 5**)



Figure 5: Pop-up Banners at PT's Taverns



Figure 6: Impaired Driving Crash Vehicle Activation



7. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

7.1. Screening and Assessment

All driving under the influence (DUI) offenders may apply to complete a substance abuse treatment program if a screening and evaluation indicate the need. If the offender enters and complies with the treatment plan, the court may suspend the sentence for up to three years, at which point, based on successful completion, the original sentence is reduced significantly.

7.1.1. Criminal Justice System

Screening, evaluation, and treatment are required for DUI offenders with a recorded blood alcohol concentration of 0.18 percent or greater, for multiple offenders, and for offenders found to be in possession of one ounce or less of marijuana. These offenders may also apply for a treatment program and, if completed, may receive a reduced sentence. Some offenders are sentenced to probation to monitor compliance with treatment. In jurisdictions that operates a DUI Court, the offender can complete treatment and be monitored by the court. Screening is not required for drivers who have their license suspended as a result of a refusal to take a breath test and who are not subsequently convicted of DUI.

In Nevada, screening and evaluation are conducted at an evaluation center certified by the State Board of Health and/or are conducted by a credentialled substance abuse or mental health professional; however, there is no standardized protocol or instrument. Revisions to the language in the Nevada Administrative Codes related to screening and evaluation have been proposed. There is no mandated screening protocol and there are no approved standardized screening instruments. Within the treatment settings, screening and evaluations that are completed utilize current clinical protocols and are used to develop specific treatment recommendations appropriate to the assessed level of alcohol or other drug dependence.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to screen and evaluate all driving under the influence offenders for alcohol and other substance abuse and dependency and need for treatment. This is the goal of the Impaired Driving Program as well. The Office of Traffic Safety promotes the use of assessments in DUI courts and will support efforts to implement assessment tools. OTS has hosted a webinar presented by the APPA Fellow on three screening tools: DUI RANT, IDA and CARS. The webinar was aimed at Nevada DUI Courts but the audience also contained prosecutors, defenders and counselors. The purpose of the webinar was to provide information on the difference between the three assessment tools, and how best to implement them. OTS also procured a grant from GHSA and Responsibility.org to provide training on the CARS screening tool.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 is to develop a DUI tracking system that connects data from the point of offense through completion of treatment programs. This is an ultimate goal of the Office of Traffic Safety,



but it may take years to complete due to the gaps where no tracking exists as well as the places where tracking exists in

7.1.2. Medical and Health Care Settings

Level I and II trauma centers in Nevada utilize Screening, Brief Intervention, and Referral to Treatment (SBIRT) with patients in their facilities. In most cases, nurses are the point of first contact and initiate the SBIRT process. As needed, referrals are made to social work services in the hospital. The extent to which patients are referred to community-based substance abuse treatment or intervention services is unknown as data systems do not record the status of these referrals.

The Las Vegas Metro Police Department has implemented the *DUI Intervention Program* which pairs social workers or other mental health professionals with law enforcement officers to contact and interview DUI offenders to determine their level of substance abuse or mental health needs. Offenders can be referred to services and the program reports that nearly eight out of 10 offenders voluntarily comply with clinical evaluation and intervention recommendations.

7.2. Treatment and Rehabilitation

In Nevada, screening and evaluation are conducted by credentialled substance abuse or mental health professionals. Although there is no standardized protocol, driving under the influence (DUI) offender screening and evaluation, when completed, include information and recommendations adequate for referral to intervention and treatment appropriate for the level of problems. Based on evaluation results, offenders can be sentenced to levels of intervention ranging from an education program to residential treatment.

Offenders whose evaluation determines minimal need for treatment may be referred to an education program. There are no required or approved evidence-based education programs for DUI offenders. There are numerous programs, including online, virtual, and hybrid programs, available from private vendors. There is no requirement that the education program utilize an evidence-based curriculum. Content and operation of education programs vary widely. Education programs have not been evaluated for effectiveness. A pilot curriculum project is planned for the coming year.

Treatment recommendations are based on the screening and clinical evaluation. In large population centers, i.e., population of 100,000 or greater, the provider agency conducting the assessment of an offender cannot also provide treatment to that offender. Treatment services are available in much of the State. In the more rural areas, not all levels of treatment are available and some have utilized tele-medicine to provide some services.

Nevada statutes provide for the court to place the offender under the clinical supervision of a treatment provider for treatment in accordance with the report submitted to the court. Nevada Revised Statutes 484C.360 also states:

1. *The court shall:*
 - (a) *Order the offender to be placed under the supervision of a treatment provider, then release the offender for supervised aftercare in the community; or*
 - (b) *Release the offender for treatment in the community, for the period of supervision ordered by the court.*



2. *The court shall:*
 - (a) *Require the treatment provider to submit monthly progress reports on the treatment of an offender pursuant to this section; and*
 - (b) *Order the offender, to the extent of his or her financial resources, to pay any charges for treatment pursuant to this section. If the offender does not have the financial resources to pay all those charges, the court shall, to the extent possible, arrange for the offender to obtain the treatment from a treatment provider that receives a sufficient amount of federal or state money to offset the remainder of the charges.*

Misdemeanor DUI Court allows eligible first- and second-time DUI defendants the opportunity to submit to intense alcohol counseling instead of incarceration. Upon successful completion of this program, the DUI charge may be reduced to a lesser offense.

The Felony DUI Court is a court-supervised treatment program for individuals with three or more charged DUIs and no prior felony DUI convictions to participate in a three- to five-year substance abuse program in lieu of a one- to six-year prison sentence. The program offers substance abuse counseling, random drug/alcohol testing, and court supervision of program compliance. Successful completion of the program will result in the felony DUI charge being reduced to a 2nd offense misdemeanor DUI conviction. There are nine DUI Courts in Nevada.

Nevada statutes established the *24/7 Sobriety and Drug Monitoring Program*. This program is a seven day per week, year-round monitoring program for offenders who have driven under the influence of alcohol and/or drugs. Participants submit to scheduled and/or random testing in order to determine the presence of alcohol, marijuana, or other controlled substance in their bodies. If a participant does not appear for testing or tests positive, the participant is subject to swift, certain, and proportional sanctions consistent with Nevada law and the Court's discretion. The goal of a 24/7 program is to improve public safety, while providing DUI offenders with resources that help them maintain their driver license and valuable services including drug and alcohol counseling, employment services, education services, and legal services. Nevada currently has one *24/7 Sobriety and Drug Monitoring Program*, branded as Sober 24, located in Washoe County.

Positive treatment outcomes are greatly enhanced by early identification and intervention. Nevada's current system of screening, evaluation, and treatment for DUI offenders places an emphasis on offenders who have demonstrated indicators of significant substance abuse problems, e.g., 0.18 percent blood alcohol concentration, multiple DUI convictions. The system relies heavily on DUI Treatment Courts, which, while demonstrating high levels of efficacy, are generally limited to the most problematic DUI offenders. The alternative education program is intended to provide first offenders with skills to avoid future impaired driving. It is not a treatment intervention. The vagaries of the DUI system predict that few DUI offenders are truly first offenders. Enhanced access to early intervention programs that are more intense than the education program has become a vital component of the DUI countermeasures program.



In addition, though the current screening and evaluation activities can detect offenders' substance abuse problems, participants in education sessions often reveal behaviors or give other cues that add insight into a substance abuse problem. Protocols for identifying these cues and a method of making a subsequent referral to treatment can enhance the effectiveness of the program. This process is hindered by online or virtual education program implementation.



8. Program Evaluation and Data

8.1. Evaluation

The Nevada Office of Traffic Safety (OTS) is responsible for administering federal traffic safety funds and has developed problem identification and program evaluation processes. These processes inform the State's Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and other guiding documents for traffic safety. Each year, OTS works with a research partner and consultant to analyze crash data to drive the problem identification process, and crash data are also used in goal-setting, tracking, and location-based analyses. Other data sources are also incorporated, such as citation information.

The Nevada Advisory Committee on Traffic Safety (NVACTS) provides guidance, approval, and consensus on State safety plans and includes representatives from approximately 18 agencies representing state, regional, and tribal interests.

OTS staff members coordinate the Traffic Records Coordinating Committee and SHSP Key Area Task Forces, including the Nevada Impaired Driving Task Force. Additionally, all OTS sub-recipients are required to participate on at least one SHSP Key Area Task Force.

OTS evaluates, or requires an evaluation of, programs funded through that office using process or outcome methods. Process evaluations include documentation and tracking of milestones and deliverables for each project. Grant-funded impaired driving-related law enforcement sub-recipients are required to report the number of contacts, warnings, and citations issued during funded hours, in addition to other metrics. Outcome evaluations often rely on data gathered within the conduct of the program and others rely on statewide traffic records datasets. Behavioral outreach programs may conduct outcome evaluations in the form of media impressions, pre- and post-surveys, or other methods for collecting feedback, e.g., anecdotal observations. Sub-recipient projects must include such metrics in OTS progress reports. Performance measures are identified in each grant against which the agency and its efforts may be evaluated.

Broader outcome measures rely on crash data to track crash incidence, severity, and other patterns. The Nevada Department of Transportation has management responsibilities for the police crash reporting system and shares the data with OTS. Crash data also drive performance measures and target-setting in the SHSP.

Many law enforcement agencies conduct rolling problem identification and program evaluation efforts. Through ongoing review of crashes and fatalities in conjunction with enforcement plans and activities, problem areas and progress are identified to potentially redirect efforts for maximum impact.

8.2. Data and Records

The Nevada Advisory Committee on Traffic Safety (NVACTS) makes available monthly fatality reports, Traffic Safety Crash Facts documents, and a fatal crash data dashboard



utilizing data from the Fatality Analysis Reporting System (FARS). The Nevada Department of Transportation also maintains an online crash data dashboard with all State crash data including injury and non-injury incidents.

The Nevada Traffic Records Coordinating Committee (TRCC) is a comprehensive, functional body of data system managers and stakeholders. The TRCC includes representation from all six core systems (crash, citation/adjudication, driver, vehicle, roadway, injury surveillance system) which allows for access to and analysis of a range of data. The Nevada Department of Public Safety (DPS) Office of Traffic Safety (OTS) relies primarily on crash, fatality, and arrest data for problem identification and program evaluation.

All law enforcement agencies in the State utilize the Enforcement Mobile software technology to collect data on crashes and citations/warnings and submit reports to the DPS. The uniformity of that system increases the quality of those data and allows the State to confidently draw conclusions from analyses. The State also utilizes a standard crash report form.

There are advances in data collection and quality planned in other systems that affect the impaired driving analyses in the State. Nevada does not have a unified court system, but data are largely transmitted electronically between law enforcement, the Administrative Office of the Courts, and the Nevada Department of Motor Vehicles (DMV) for processing. With larger court systems, typically law enforcement submits citations to the courts using the Justice Link (JLink) system upon completion, and adjudication information is transmitted to the DMV through JLink.

The DMV data system is on a mainframe structure and driver records are updated with administrative findings from JLink daily. At the point of adjudication, judges may access driver information through the Nevada Criminal Justice Information System (NCJIS). Information on all citations written and submitted to the courts, regardless of final adjudication, is not available but is critical for evaluating which charges are most likely disposed as guilty, not guilty, reduced, or dismissed, or identifying trends in adjudication by location (geographical, court type, etc.).

Impaired driving violations may be reduced to reckless driving or other charges, so maintaining only the adjudicated charge prevents analysts from accurately accounting for all driving under the influence (DUI) stops.

The DMV maintains the driver history file, which includes impaired driving convictions and associated sanctions. The DMV has established real-time interfaces with law enforcement agencies and the NCJIS system. These connections allow officers to access up-to-date driver histories at the roadside and facilitates the posting of sanctions to the driver and vehicle files electronically.

The State uses three laboratories responsible for the majority of toxicology testing for law enforcement purposes: Henderson Police Department, Las Vegas Metropolitan Police Department, and Washoe County Sheriff's Office. Time needed to process samples and produce results is not considered to be a hindrance to processing impaired driving offenses, but could be improved. It was estimated that, across the three laboratories,



alcohol test results average 24-126 days, while drug test results may take 75-110 days. Officers submit samples to the closest laboratory geographically for alcohol and/or drug testing. Each laboratory tests for the substances requested. If alcohol is detected at a blood alcohol concentration (BAC) below 0.08 percent then drug tests are conducted; if drug test results are negative then alcohol testing is conducted; in some cases where a BAC of 0.08 percent is detected no drug testing is conducted.

The variability in testing protocols is related to the availability of staff resources. Utilizing the same processes would increase the uniformity of results.

The State is considering a statewide laboratory model for toxicology testing that would be built upon the three current agencies and expanded to provide support in distant areas of the State. The development of this statewide laboratory would allow for an assessment of current resources and policies and the implementation of a shared data model to promote analytical collaboration and research.

Toxicology results from fatally injured drivers are shared with the State's Fatality Analysis Reporting System (FARS) analyst. All fatally injured drivers will have BAC results available to FARS; however, that level of completeness is lower among surviving drivers as it is upon request or as officers are able to collect a sample at the hospital. In addition to the law enforcement data, Nevada is working within the TRCC to support an analysis project at the University of Nevada, Las Vegas (UNLV) to integrate emergency medical services, trauma registry, toxicology, and citation data. Incorporating health data systems and partners enhances analytical efforts and broadens outreach efforts. There are plans to expand this model to include driver and vehicle data. UNLV researchers produce a quarterly trend newsletter that helps provide research outcomes to partners and the public.

With regards to treatment outcomes, data are not regularly transmitted from programs to OTS for incorporation into analyses. The Ignition Interlock Device (IID) Program is managed by the Nevada Highway Patrol, but the in-system violations gathered during offender compliance checks are not consistently shared from providers. Violations of the IID rarely result in an extension of the program, so offenders will only serve what was initially ordered for the IID regardless of compliance.

A strong outreach partner is the Nevada Mothers Against Drunk Driving (MADD) organization. This agency is expanding its efforts in conjunction with OTS to conduct outreach events. MADD utilizes pre- and post-surveys and other behavioral measurement tools and the collected data are shared with OTS. This information is critical to monitoring and identifying areas for improvement in the program.

Though not sub-recipients of OTS, impaired driving treatment programs collect data critical to understanding recidivism and successful approaches to preventing impairment. Incorporating such data would significantly enhance the breadth and depth of linkage projects and evaluation efforts. The Washoe County Department of Alternative Sentencing collects long-term outcome data from offender interviews with social workers, which is a major missing piece to the impaired driving puzzle.



The various diversion programs used throughout the State do not share information with traffic safety partners, which could create a robust treatment data warehouse with the IID and judicial outcomes. Coordinating violation issuance/arrest, administrative law and judicial review processes, and treatment data would constitute a DUI tracking system beginning at the point of offense and moving through to treatment completion and subsequent violations. Such a tracking system would significantly empower traffic safety partners in prevention efforts.

A priority recommendation from the Nevada Impaired Driving Assessment 2023 was to require e ignition interlock device providers to submit violation reports to the Nevada Highway Patrol and appropriate members of the judiciary and impose consequences for offender failures. Beginning in 2024, the Office of Traffic Safety will fund the NHP, IID Program to develop a database created for the Ignition Interlock Program. The database will support automated, streamlined, and accurate tracking and storage of manufacturer/vendor information, installation center addresses and contact information, customer information, installation dates, removal dates, and violation information. This database would allow for a tracking system for repeat Ignition Interlock offenders and would provide documentation for ongoing audits of the program to include a centralized repository for customer compliance logs and installation center information. The information will be shared with DUI courts to assist them in monitoring their participants.

8.3. Driver Records Systems

The Nevada Department of Motor Vehicles (DMV) is responsible for maintaining all driver license and history information for State residents. Most traffic violation convictions are transmitted electronically through the Justice Link system to the DMV and applicable convictions are posted on the driver record daily. The DMV is also responsible for enforcing driver license revocation orders.

The DMV has developed interfaces with law enforcement agencies for the exchange of information in near real-time, which allows for accurate evaluation of drivers at the roadside. The driver data system complies with national standards and processes are in place to reduce identity fraud and track commercial drivers.

Driver license and history data are maintained on a mainframe system, which may create challenges to abstracting data for sharing or analysis.



Appendix A

Nevada Advisory Committee on Traffic Safety Roster and By-laws

First Name	Last Name	Title	Appointee Agency/Organization
Jenica	Keller	Assistant Director of Operations	Nevada Department of Transportation
Sondra	Rosenberg	Assistant Director, Planning	Nevada Department of Transportation
Julia	Peek	Deputy Administrator	Dept of Health and Human Services
Sean	Sever	Deputy Administrator, Research and Project Mgmt Division	Department of Motor Vehicles
Amy	Davey	Administrator	Dept of Public Safety-Office of Traffic Safety
Lt. Col. Martin	Mleczko	Lt. Colonel	Dept of Public Safety-Nevada State Police
Christy	McGill	Director of the Office for a Safe and Respectful Learning Environment	Superintendent of Public Instruction/Nevada Department of Education
Cameron (C.H.)	Miller	Assemblyman	Assembly Standing Committee on Growth & Infrastructure
Scott	Hammond	Senator	Senate Standing Committee on Growth & Infrastructure
David	Gordon	Manager of Judicial Education	Administrative Office of the Courts
Cliff	Banuelos	Tribal-State Environmental Liaison	Inter-Tribal Council of Nevada
Shashi	Nambisan	Director, Transportation Research Center	Nevada System of Higher Education/UNLV TRC
Deborah	Kuhls	Interim Assistant Dean for Research, Professor of Surgery, Chief, Section of Critical Care	Nevada System of Higher Education/UNLV SOM
Dan	Doenges	Director of Planning	MPO/RTC Washoe
John	Penuelas	Senior Director of Engineering	MPO/RTC Southern Nevada
Nick	Haven	Long Range Planning and Transportation Division Manager	MPO/Tahoe Regional Planning Agency
Kelly	Norman	Transportation Manager	MPO/Carson Area MPO
Andrew	Bennett	Director, Clark County Office of Traffic Safety	Nevada Association of Counties
Joey	Paskey	Deputy Director/City Traffic Engineer	Nevada League of Cities/City of Las Vegas
Jason	Walker	Sergeant	Nevada Sheriffs and Chiefs Association/Washoe County Sheriff's Office
Non-Voting Members			
Shannon	Bryant	Nevada Traffic Safety Resource Prosecutor	Nevada Traffic Safety Resource Prosecutor
Lacey	Tisler	Chief Traffic Safety Engineer	Nevada Department of Transportation
Kevin	Tice	Traffic Records Program Manager/TRCC Chair	Dept of Public Safety-Office of Traffic Safety/Traffic Records Coordinating Committee



NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) BYLAWS

ARTICLE 1 – NAME

- 1.1 This organization shall be called the Nevada Advisory Committee on Traffic Safety (NVACTS) hereinafter referred to as the NVACTS.

ARTICLE 2- AUTHORITY

- 2.1 The authority for establishing NVACTS is found in the State of Nevada Revised Statutes (NRS) Chapter 408, which creates the Advisory Committee on Traffic Safety within the Department of Transportation.
- 2.2 The Advisory Committee shall review, study and make recommendations regarding:
 - 2.2.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;
 - 2.2.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
 - 2.2.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and
 - 2.2.4 Any other matter submitted by the Chair.
- 2.3 NVACTS shall prepare and submit to the Governor and to the Director of the Legislative Counsel Bureau for transmittal to the Legislature an annual report concerning the activities of the Advisory Committee that addresses, without limitation, any issue reviewed or studied, and any recommendations made by the Advisory Committee.

ARTICLE 3 - PURPOSE AND FUNCTION

- 3.1 The NVACTS shall review, study and make recommendations regarding:
 - 3.1.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;
 - 3.1.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
 - 3.1.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and
 - 3.1.4 Any other matter submitted by the Chair.
 - 3.1.5 NVACTS will provide guidance to state, county, all local agencies, and tribal communities that incorporate a commitment to traffic safety in their mission and/or organization.
 - 3.1.6 NVACTS will review and approve a strategic plan that will impact the present and predicted statistics on vehicle-related deaths and injuries, focusing on key emphasis areas and containing strategies designed to



improve major problem areas or to advance effective practices by means that are both cost-effective and acceptable to the majority of Nevada's citizens.

- 3.1.7 NVACTS will establish and publish statewide highway safety goals and objectives.
- 3.1.8 NVACTS will create the mechanisms to foster multidisciplinary efforts to resolve statewide traffic safety problems and issues through communication and cooperative agreements.
- 3.1.9 NVACTS will serve as the Traffic Records Executive Committee (TREC) for the State of Nevada and oversee the activities of the Traffic Records Coordinating Committee (TRCC). Each NVACTS member agency is eligible to have one responsible representative designated by their agency on the TRCC.

ARTICLE 4 – MEMBERSHIP

- 4.1 The members of the Advisory Committee shall elect from their voting membership a Chair and a Vice Chair. The Chair shall preside at the meetings of the NVACTS. If the Chair is unable to attend, then the Vice Chair shall assume the duties of the Chair.
- 4.2 The term of office of the Chair and the Vice Chair is 2 years. If a vacancy occurs in the office of Chair or Vice Chair, the members of the Advisory Committee shall elect a Chair or Vice Chair, as applicable, from among its voting members to serve for the remainder of the unexpired term.
- 4.3 NVACTS shall consist of:
 - Director (or designee), Department of Transportation (NDOT)
 -
 - Representative (appointed by NDOT Director) of NDOT
 - Director (or designee), Department of Health and Human Services (DHHS)
 - Director (or designee), Department of Motor Vehicles (DMV)
 - Director (or designee), Department of Public Safety (DPS)
 -
 - Representative (appointed by DPS Director) of DPS
 - Superintendent (or designee), Department of Education (DED)
 - Member, Nevada State Assembly Standing Committee on Growth and Infrastructure (appointed by Speaker of the Assembly)
 - Member, Nevada State Senate Standing Committee on Growth and Infrastructure (appointed by Majority Leader of the Senate)



- Representative (appointed by the Chief Justice of the Supreme Court of Nevada), Administrative Office of the Courts (AOC)
- Representative (appointed by Inter-Tribal Council of Nevada (ITCN)), Tribal Governments
- Representative (appointed by NDOT Director), Nevada System of Higher Education
- Representative (appointed by NDOT Director), Nevada System of Higher Education
- Representative, Regional Transportation Commission of Southern Nevada (RTCSNV)
- Representative, Regional Transportation Commission of Washoe County (RTC)
- Representative, Carson Area Metropolitan Planning Organization (CAMPO)
- Representative, Tahoe Regional Planning Agency (TRPA)
- Representative, Nevada Association of Counties (NACO)
- Representative, Nevada League of Cities
- Representative, Nevada Sheriffs' and Chiefs' Association (NSCA)

The Director of the Department of Transportation may appoint as nonvoting members of NVACTS such other persons as the Director deems appropriate.

4.3.1 The term of office of each member appointed to the Advisory Committee is 2 years. Such members may be reappointed for additional terms of 2 years in the same manner as the original appointments. Any vacancy occurring in the appointed voting membership of the Advisory Committee must be filled in the same manner as the original appointment not later than 30 days after the vacancy occurs.

4.3.2 Member organizations may designate a proxy to serve on the committee when the member identified in 4.3 is unable to attend. This notice shall be in writing and directed to the Chair.

ARTICLE 5 - VOTING

5.1 A majority of the voting members of the Advisory Committee constitutes a quorum for the transaction of business. If a quorum is present, the affirmative vote of a majority of the voting members of the Advisory Committee present is sufficient for any official action taken by the Advisory Committee.

ARTICLE 6 - COMPENSATION



- 6.1 Each member of the Advisory Committee serves without compensation and is not entitled to receive a per diem allowance or travel expenses.

ARTICLE 7 – MEETINGS

- 7.1 The Advisory Committee shall meet at least once each calendar quarter and may meet at such further times as deemed necessary by the Chair.
- 7.2 NVACTS members may submit agenda items no later than 12 working days before a scheduled meeting, to the Nevada Department of Transportation Traffic Safety Engineering Division. These agenda items will be approved by the Chair and will be distributed to the NVACTS members seven days prior to the scheduled NVACTS meeting date.
- 7.3 Meetings will comply with the Nevada Open Meeting Law (NRS 241).
- 7.4 The deliberations at NVACTS meetings shall be in accord with Robert's Rules of Order- Newly Revised.

ARTICLE 8 - TASK FORCE WORKING GROUPS

- 8.1 The Advisory Committee may establish such working groups, task forces and similar entities from within or outside its membership as necessary to address specific issues or otherwise to assist in its work.
 - 8.2 Each Task Force Working Group will be required to analyze the issue assigned, determine cause and develop solutions and strategies for addressing the contributing factors of the subject matter assigned.
 - 8.2.1 A member of NVACTS shall chair each Task Force Working Group.
 - 8.2.2 The size and composition of a Task Force Working Group will be determined by the appointed chair.
 - 8.2.3 Task Force membership should not be limited to members of the NVACTS, and when possible, they will be composed of a diverse selection of representatives from state, federal, county, local, and tribal agencies in an effort to ensure all aspects of the topic are identified and addressed.
 - 8.2.4 Task Force Working Groups should meet as frequently as needed.
 - 8.2.5 Meetings/discussions may be conducted by video teleconference, conference call and/or e-mail.
 - 8.2.6 The Task Force Working Group members shall receive no compensation other than that received from their own agency/organization. The Task Force Working Group shall not reach a decision by a vote or consensus. No motions or resolutions are to be presented. No decisions for or recommendations to the board are to be made. The Task Force Working Groups shall not speak to or be recognized by the board as a single voice on any issue.
 - 8.2.7 Task Force Working Groups will be considered working groups and therefore not subject to the provisions of Nevada Open Meeting laws, rules, and regulations.
- Note: If a Task Force Working Group engages in deliberation or decision making, is assigned by NVACTS to formulate policy or carry out planning functions,



is delegated the task of making decisions for or recommendations to NVACTS, or is recognized by NVACTS as speaking with one voice, it shall be subject to the Nevada Open Meeting Law.

8.3 Task Force Working Groups will report to the NVACTS as directed.

ARTICLE 9 - TECHNICAL SUPPORT STAFF

9.1 The Department of Transportation shall provide administrative support to NVACTS. The Staff shall:

9.1.1 Coordinate the activities of NVACTS to include making all logistical arrangements required for meetings.

9.1.2 Provide a note taker and staff person to comply with the Nevada Open Meeting Law.

9.1.3 Provide research assistance and statistical data to the NVACTS.

9.1.4 Prepare and publish plans and documents at the direction of NVACTS.

9.1.5 Establish and maintain a website for NVACTS designed to further the sharing of crash data, organizational safety planning, research, and other relevant information pertinent to the Committee.

ARTICLE 10 - ADOPTION and AMENDMENTS

10.1 These bylaws shall be initially adopted by a majority vote of the members present at the second meeting.

10.2 These bylaws may be amended at any regular meeting of NVACTS by a majority vote of the voting members present.

Approved by action of the Committee at the meeting on Tuesday, February 1, 2022



Appendix B

Impaired Driving Task Force Roster

FirstName	LastName	Title/Position	Company
Nicole	Alberti	Health Educator	Washoe County Health District
Adam	Anderson	FARS Analyst	Nevada Department of Public Safety Office of Traffic Safety
David	Astles	Criminalist	Washoe County Sheriffs Office-Forensic Science Division
Sergio	Avila	Public Relations Specialist	AAA Nevada
Solome	Barton	Emergency Management	City of North Las Vegas - Office of Emergency Management
Andrew	Bennett	Director	Clark County Office of Traffic Safety
Bill	Bensmiller	Program Manager	Federal Motor Carrier Safety Administration
Daniela	Botal		Coark County 8th District DFUI Court
Eddie	Bowers	Lieutenant	Nevada Department of Public Safety Highway Patrol
Amanda	Brandenburg	Grants and Projects Analyst	Nevada Department of Public Safety Office of Traffic Safety
Mike	Browett	Lieutenant	Reno Police Department
Shannon	Bryant	Deputy D.A. 4 and Nevada Traffic Safety Resource Prosecutor	Washoe County District Attorney
Tim	Burrows		Kimley-Horn
Matt	Cambron	Motorcycle Safety (Las Vegas)	Nevada Department of Public Safety Office of Traffic Safety
Mike	Campbell	Sergeant	Clark County School District Police Department
Chris	Cannon	Lieutenant	City of North Las Vegas Police Department
Bryant	Carpenter	Lieutenant	University Police Services, Southern Command
Shelley	Carrao	Captain	Nevada Department of Public Safety Highway Patrol
Ruthi	Cass	Public Information Officer	Nevada Department of Transportation
Daysha	Catchings	Brand Supervisor	R&R Partners
Mike	Colety	Project Manager	Kimley-Horn
Charlie	Colleton		Nevada Restaurant Association
Eden	Collings	Public Information Officer I	Nevada Department of Public Safety Office of Traffic Safety
Zachary	Cord	Management Analyst	Nevada Department of Motor Vehicles
Dave	Cox	Sergeant	Nevada Department of Public Safety Highway Patrol
Amy	Davey	Division Administrator/Highway Safety Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Dominic	Dickey	Administrative Assistant IV	Nevada Department of Public Safety Office of Traffic Safety
Kurt	Dietrich	Traffic Engineer	City of Reno
Dianne	Draper	Program Officer 3	Nevada Department of Motor Vehicles
Heith	Draper	Hooker/Snatch Block	Carson City Towing
Mike	Edgell	Lieutenant	Nevada Department of Public Safety Highway Patrol
Gina	Espinosa-Salcedo	Regional Administrator	National Highway Traffic Safety Administration
Michelle	Farmer	Fiscal Officer	Nevada Department of Public Safety Office of Traffic Safety
Timothy	Fassette	Senior Forensic Toxicologist	City of Henderson Police Department Crime Lab
Zero	Fatalities NV		Kimley-Horn
Richard "Buck"	Fenlason	Emergency Medical SVCS Rep 2	Nevada Department of Health and Human Services
Darin	Franklin		University Police Services - Southern Command
Cody	Fulwiler	Sergeant	Las Vegas Metropolitan Police Department
John	Galicia	Segeant	University of Nevada Reno Police
Sabas	Garcia	Federal Program Specialist	Federal Motor Carrier Safety Administration
Adam	Garcia		University of Nevada Las Vegas
David	Giacomin	Civil Engineer	Kimley-Horn
Patrick	Grimes	CFO & COO	The National Judicial College
Laura	Gryder-Culver	Project Director	Kirk Kerkorian School of Medicine at UNLV
Danielle	Hafeman	Ignition Interlock Program Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Brenda	Hahn	Regional Program Manager	National Highway Traffic Safety Administration
Todd	Hartline	Law Enforcement Liasion	Nevada Department of Public Safety Office of Traffic Safety
Victoria	Hauan	Administrator	Nevada Department of Public Safety Office of Criminal Justice
Brandon	Henning	Principal Structures Engineer	Nevada Department of Transportation - Safety
Juan	Hernandez	Principal ITS Programs & Operations Engineer	Nevada Department of Transportation
Anabel	Hernandez	Project Engineer	Kimley-Horn
Sandy	Heverly	Co-Founder	STOP DUI
Kerri T.	Heward	Director	Washoe County Sheriffs Office-Forensic Science Division
Tanya	Hiner	Criminalistics Administrator	Henderson Forensic Laboratory
Loy	Hixson	Officer 2	Nevada Department of Public Safety Highway Patrol
Alan	Hollingsworth		Reno Police Department
Kevin	Honea	Captain	Nevada Department of Public Safety Highway Patrol
Rob	Honea	Law Enforcement Liaison	Nevada Department of Public Safety Office of Traffic Safety
Jeffrey	Howell	Lieutenant	Nevada Department of Public Safety Highway Patrol
Carmen	Hua	Health Educator I	Southern Nevada Health District, Office of Disease Surveillance
Deborah	Huff	Trooper	Nevada Department of Public Safety Highway Patrol
Tamrah	Jackson	Lieutenant	Nevada Department of Public Safety Highway Patrol
Katherine	Jacobi	President & CEO	Nevada Restaurant Association
Cecilia	Javier		
Jessica	Johnson	Senior Health Educator	Southern Nevada Health District
Elliott	Johnson		Washoe County Court
Danny	Jones	Branch Manager	Statewide Traffic Safety & Signs
Jorden	Kaczmarek	Staff Engineer	Nevada Department of Transportation
Natasha	Koch	Captain	Nevada Department of Public Safety Highway Patrol
Douglas	Konersman	Interlock Provider	Nevada Safety & Diagnostics LLC
Carrie	Krupp	Grants and Projects Analyst - Joining Forces	Nevada Department of Public Safety Office of Traffic Safety
Adrea	Kurthar		Tribal Project
Irene	Lam	Project Engineer 2	City of Henderson
Tonya	Laney	Field Services Administrator	Nevada Department of Motor Vehicles
Rebecca	Lara		Mothers Against Drunk Driving (MADD)

Elizabeth	Lawrence		Carson City 1st DC - Dept Alternative Sentencing
Tia	Linzey	Program Officer	Nevada Department of Motor Vehicles
James	Lovett		Kirk Kerkorian School of Medicine at UNLV
Steve	Maczka	Sergeant	Nevada Department of Public Safety Division of Parole & Probation
Stephie	Mager		Victim Advocate
Jerry	Mager		Victim Advocate
Sarah Lee	Marks	President	SMARTeen DRIVER/My Car Lady & ABS Inc.
Susan	Martinovich		HNTB
Judith	Mata	Child Passenger Safety/Outreach Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Meg	Matta	Program Manager/Impaired Driving	Nevada Department of Public Safety Office of Traffic Safety
Tiffani	May Noel	Community Engagement and Diversity Outreach Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Paul	McCullough	Sergeant	Las Vegas Metropolitan Police Department
Justin	McDonald	Motorcycle Program Administrator	Nevada Department of Public Safety Office of Traffic Safety
Eric	McJoy	Owner	One Stop Breathalyzer, LLC
Anastacia	Melendy		Washoe County Sheriffs Office Forensic Science Division
Debbie	Miller		Nevada Department of Public Safety - Office of Traffic Safety
Barbara	Mirman		Not Associated with a Business
Kaela	Moldowan		Not Associated with a Business
Michael	Montero	Nevada Judicial Outreach Liaison	Sixth Judicial District Court
Jan	Morris	Judicial Outreach Director	Tribal Court
Johnean	Morrison	Program Manager/Occupant Protection	Nevada Department of Public Safety Office of Traffic Safety
Tim	Moulson		Not Associated with a Business
Kara	Mueller	Regional Program Manager Region 8	National Highway Traffic Safety Administration
Anthony	Munoz	Lieutenant	Nevada Department of Public Safety Highway Patrol
Kim	Murga		Las Vegas Metropolitan Police Department
William	Murwin	Lieutenant	Nevada Department of Public Safety Highway Patrol
Nick	Nordyke	Zero Teen Fatalities - Northern Nevada Program Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Laura	Oslund	Director	PACE Coalition
Seri	Park	Associate Professor	University of Nevada Reno
Jonathan	Pasternack	Intern	Kimley-Horn
Jeff	Payne	Founder & CEO	Driver's Edge
Amanda	Pearson		Las Vegas Justice Treatment Court
Chelsea	Price	Licensing Coordinator	Medmen
Meg	Ragonese	Public Information Officer	Nevada Department of Transportation
Mario	Ramos	Regional Program Manager	National Highway Traffic Safety Administration
Jennifer	Rangel		SCRAM
David	Ranson	Deputy	Storey County Sheriff's Office
Daryl	Rhoads	Lieutenant	Las Vegas Metropolitan Police Department
Bernie	Rivers	Regional Environmental, Health and Safety Manager	Nevada Barricade & Sign Co., Inc.
Susan	Robinson	Director of Advancement	The National Judicial College
Chris	Rodriguez	Vice President Global Security Operations	Medmen
Dasha	Rotar	Administrative Assistant	Kimley-Horn
Lindsay	Saner	Project Engineer	Kimley-Horn
Kenneth	Satowski		RTC of Southern Nevada
Chris	Schwarz		RTC of Southern Nevada
Fred	Shakal	Chief Traffic Safety Engineer	Nevada Department of Transportation
Andrew	Sherbondy		Wahoe County Sheriffs Office
Matt	Smith		Carson City Sheriffs Office
Kim	Smith	Public Information Officer	Nevada Department of Public Safety
Casey	Smith	Transportation Analyst/Planner III	Nevada Department of Transportation
Gary	Smith	Lieutenant	Nevada Department of Public Safety Highway Patrol
Kailie	Sonneville		Nevada Department of Public Safety - Office of Traffic Safety
Elizabeth	Stacy	Specialty Court Case Manager	Carson City District Courts
David	Stoddard	Sergeant	Las Vegas Metropolitan Police Department
Chelsea	Stuenkel	Sergeant	Nevada Department of Public Safety Highway Patrol
Michael	Stypa		Las Vegas Metropolitan Police Department
Theresa	Suffecool	Forensic Lab Manager	Las Vegas Metropolitan Police Department
Genevieve	Swain	Traffic Records Program Manager	Nevada Department of Public Safety Office of Traffic Safety
Scott	Swain	Law Enforcement Liaison	Nevada Department of Public Safety Office of Traffic Safety
Casey	Sylvester	Principle Signs, Striping and Traffic Control Engineer	Nevada Department of Transportation
Brad	Taylor		Washoe County Crime Lab
Glen	Taylor	Zero Teen Fatalities - Southern Nevada Program Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Mike	Thiele	Officer	Las Vegas Metropolitan Police Department
Sarah	Thompson		2nd Judicial District Court
July	Thompson	Injury Prevention Specialist	Duckwater Shoshone Tribe
Kevin	Tice	Traffic Records Program Manager	Nevada Department of Public Safety Office of Traffic Safety
Lacey	Tisler	Project Manager	Nevada Department of Transportation
Donna	Trauger		Concerned Citizen
Shannon	Trice	Region 2 Program Manager	National Highway Traffic Safety Administration
Matthew	Triplett	Department of Public Safety Lieutenant	City of Las Vegas
Jaime	Tuddao	Senior Road Safety Engineer	Nevada Department of Transportation - Safety
Colleen	Unterbrink		Nevada Department of Transportation
Lindsey	Valdez	Regional Executive Director	Mothers Against Drunk Driving (MADD)
Peter	Vander Aa	Deputy Division Administrator	Nevada Department of Public Safety Office of Traffic Safety

Paul	Villaluz	Senior Project Manager	Westwood
David	Wade		Not Associated with a Business
Sandy	Watkins		Community Against Reckless Driving
Shawn	White		Nevada Highway Patrol - Southern Command
Brennan	White	Victim Services Specialist	Mothers Against Drunk Driving
William	White	Lieutenant	Nevada Department of Public Safety Highway Patrol
Niguel	Williams	Rider Coach	Nevada Rider Motorcycle Safety
Timber	Wood		Nevada Department of Transportation



Appendix C

Nevada Transportation Board of Directors

Joe Lombardo, Governor

Stavros Anthony, Lt. Governor

Andy Matthews, Controller

Virginia Valentine, Nevada District 1 Representative

Justin Kalb, Nevada District 1 Representative

Stephen Ascuaga, Nevada District 2 Representative

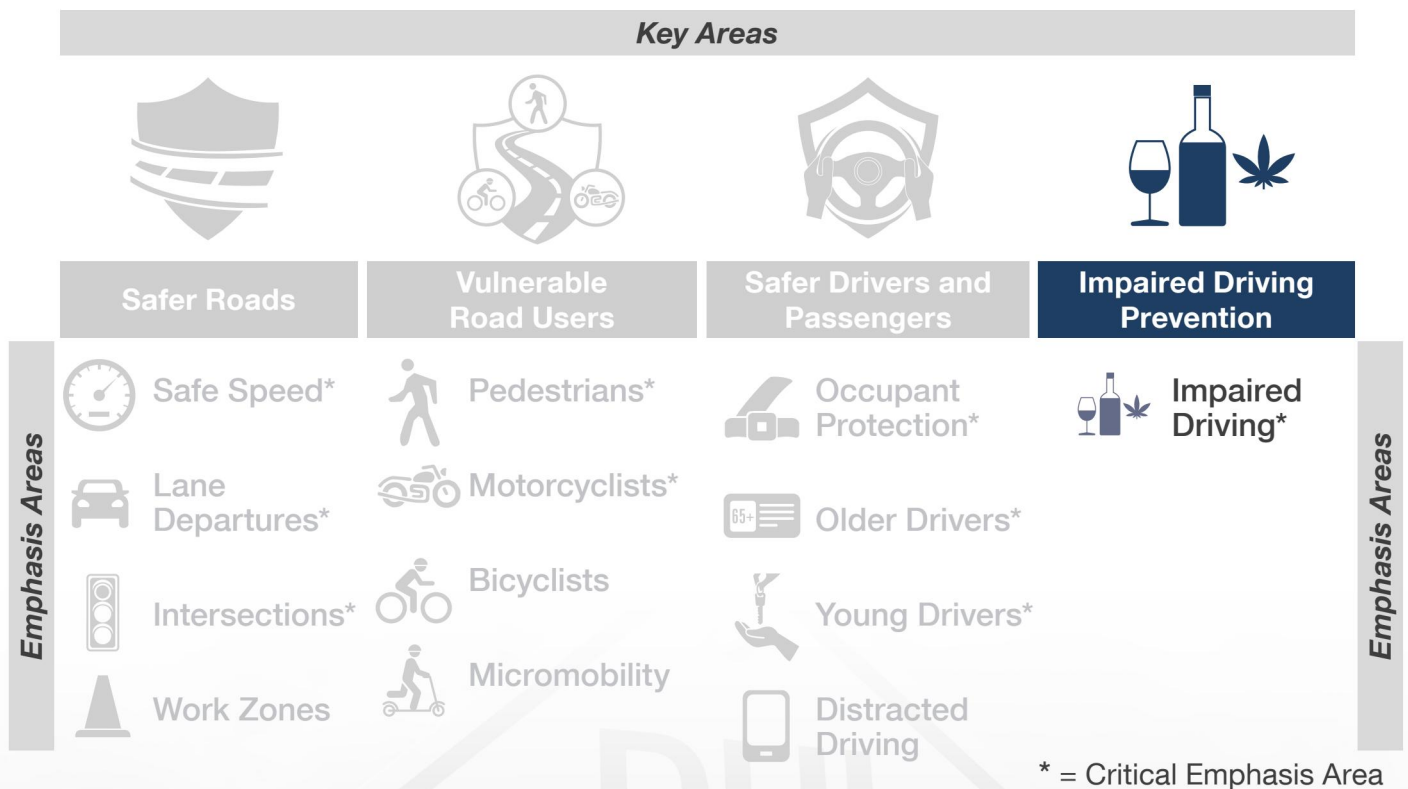
Gary Perea, Nevada District 3 Representative

Key Area: Impaired Driving Prevention



The Impaired Driving Prevention Key Area will track strategies and action steps directly related to the prevention of fatalities and serious injuries due to alcohol- and drug-impaired driving.

Chair: Shannon Bryant, Nevada Traffic Safety Resource Prosecutor (TSRP)





Impaired Driving

Impaired Driving Action Plan

Chair: Shannon Bryant, Nevada Traffic Safety Resource Prosecutor

Vice Chair: Meg Matta, DPS-OTS

Strategy #1

Enhance driving under the influence (DUI) deterrence through improved criminal justice system response.

Action Step #	Action Step Leader	Description	Output Measure
1.1	Rob Honea, OTS	DRE Call-out Program.	Program development, number of times implemented, cumulative statistics.
1.2	Doug Hedger, Nevada Judicial Outreach Liaison	Pursue legislation or rule change to mandate substance abuse assessments for all DUI offenders.	Legislative or rule change to implement.
1.3	Dani Hafeman, OTS	Expand ignition interlock usage by DUI offenders and revise requirements to eliminate loopholes in sanction application.	Number of DUI offenders installing ignition interlocks. Revise ignition interlock requirements.
1.4	Rob Honea, OTS	Expand 24/7 Sobriety Program to Clark County.	Implementation of a 24/7 program in Clark County.
1.5	Meg Matta, OTS	Support capacity of DUI Courts in Nevada and support education on best practices.	Recidivism rates
1.6	Shannon Bryant, TSRP	Improve the ability of the criminal justice system to effectively and appropriately manage impaired driving cases through coordination and education directed to prosecutors, toxicologists, law enforcement, and judges.	Conduct trainings for law enforcement, prosecutors, joint law enforcement/prosecutors. Work with JOL to train judges. Develop online database of recorded and printed media (video presentations and brief banks). Present to judicial conferences.
1.7	Meg Matta, OTS	Work together with NHTSA Region 8 JOL to strengthen ties with the Nevada DUI Courts.	Increase meetings and collaboration.
1.8	Meg Matta, OTS	Establish and support a Nevada State JOL position.	Establishment of new program.
1.9	Meg Matta, OTS	Establish and support a Tribal Court Liaison.	Establishment of new program.
1.10	Shannon Bryant, TSRP	Implement recommendations from the 2020 Nevada Forensic Toxicology Lab Assessment.	Implement recommendations.



Impaired Driving

Strategy #2

Support training and education for law enforcement agencies and commit to high-visibility DUI enforcement.

Action Step #	Action Step Leader	Description	Output Measure
2.1	Meg Matta, OTS; Carrie Krupp, OTS	Continue HVE DUI saturation patrols.	Number of HVE saturations. Increase number of arrests.
2.2	Carrie Krupp, OTS	Continue Joining Forces integrated impaired driving and seatbelt enforcement.	Number of integrated enforcement efforts. Increased arrests.
2.3	Rob Honea, OTS	Enhance law enforcement training in alcohol and drug detection and equipment training. Support and expand DRE and ARIDE training.	Number of officers trained in DRE and ARIDE.
2.4	TBD	Public awareness of impaired driving enforcement efforts.	Track public information or outreach efforts that focus on impaired driving.
2.5	OTS	Sustain Law Enforcement Liaison (LEL) program.	LEL Program is maintained.

Strategy #3

Improve understanding of impaired driving issues through better data.

Action Step #	Action Step Leader	Description	Output Measure
3.1	Meg Matta, OTS	Improve alcohol- and drug-impaired driving data and testing.	Establish a process to collect more alcohol and drug related data.
3.2	Jan Morris, National Tribal Judicial Center	Obtain DUI court data on caseloads and recidivism.	Improved data on DUI court outcomes, or clarity on the overall percentage of DUI cases referred to specialty court.

Strategy #4

Improve primary prevention efforts aimed at driving under the influence or riding with an impaired driver.

Action Step #	Action Step Leader	Description	Output Measure
4.1	Meg Matta, OTS	Expand programmatic efforts toward DUI prevention.	Implement additional programs to address prevention.
4.2	Nick Nordyke, OTS	Provide education to young drivers regarding impaired driving.	Prevention efforts aimed at populations and areas at greatest risk.